

Scale AVIATION Modeller International

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Quick Build: Arsenal VG 33

Bell Airacomet

**FREE
INSIDE**

BACK TO BASICS
aircraft

A COMPREHENSIVE GUIDE FOR THE MODELLER

PART TWO



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Jerry Boucher

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Scale plans by
Arthur L. Bentley

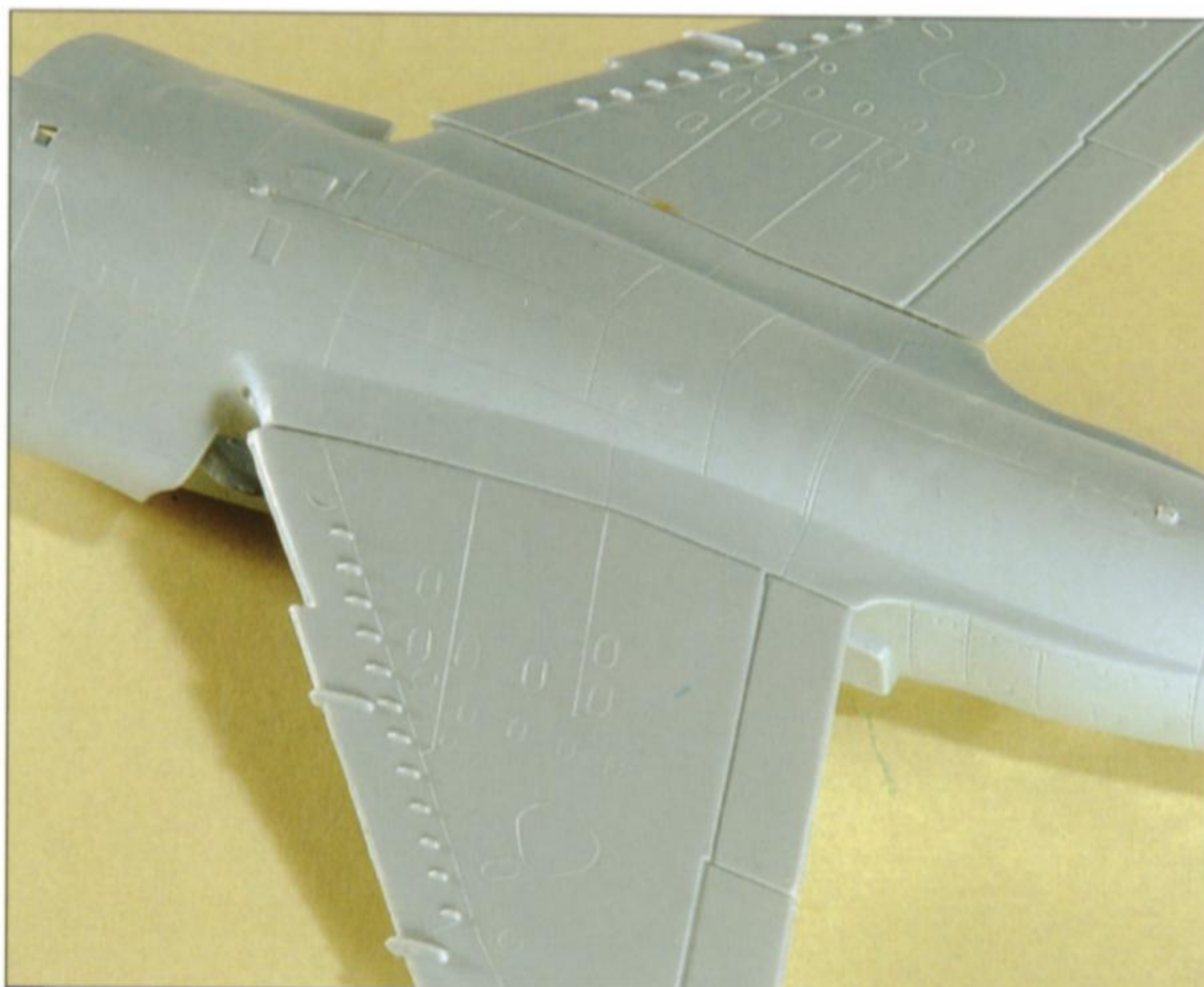
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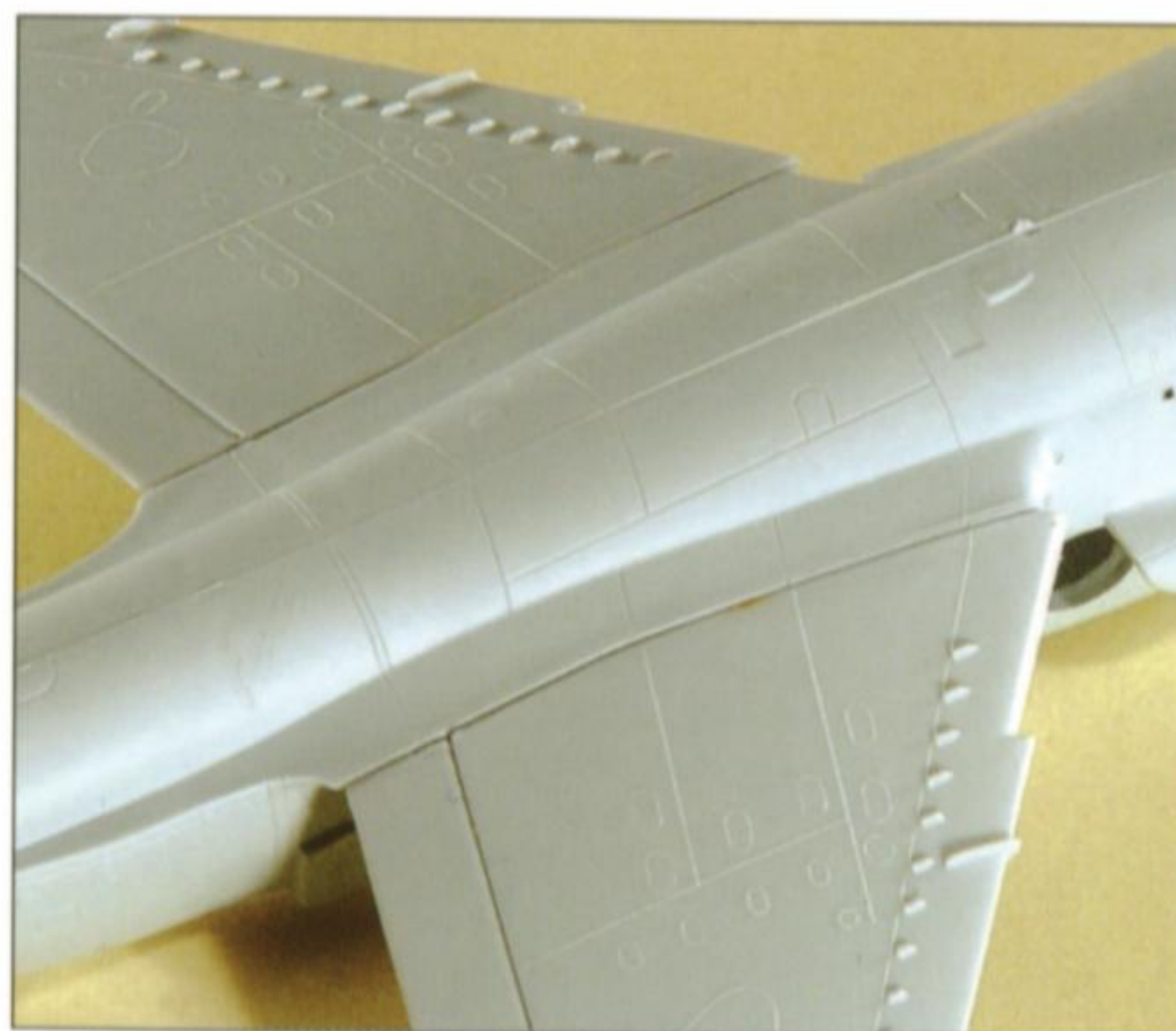
Panel Lines

Depending on the age and make of the kit you are building, you will be faced with the problem of panel lines. This is an age-old curse, and there is no easy way to deal with it. Older kits feature raised detail to depict the various joints and panels on the aircraft's surface. Newer ones have this detail engraved – frequently too deeply. Neither is correct.

The chief problem that will arise with panel lines is that during the construction process they will invariably become damaged. It is impossible to glue, fill and sand an entire airframe without losing some of the detail. In the case of recessed panel lines, this can be rescribed, although rescribing is



1 The Airfix Harrier F/A.2 featured new sprues with recessed detail, which are packaged together with older toolings. The modeller will have to decide if this is, or is not, a problem



an acquired skill, especially on tightly curved surfaces. In the case of raised panel lines, the detail will simply be sanded off in the cleaning up process, and cannot be reinstated.

Many modellers remove all raised detail and rescribe the whole airframe. It is a matter of personal taste, although some would argue that as neither raised nor recessed panel lines

are strictly correct, raised ones are better as they are less obtrusive on a finished model. At the time of writing, recessed panel lines are in fashion, and many modellers will regard a kit as unfinished unless this matter has been attended to. Remember again, the constant balance that needs to be maintained between artistry and accuracy, as nothing is simpler than ending up with a very accurate mess.



Scribing on resin

Some resin kits can be quite brittle, and rescribing can be almost impossible, as the resin will crack and crumble under the scribing tool, leaving a ragged, untidy line. If you do need to rescribe on resin, experiment on a casting block or the inside of a wing first.

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Tools – 1

Tools and associated materials are, of course, some of the basic necessities of modelling, but it is easy to go too far and wind up acquiring an awful lot of items that you do not really need. While there are certain specialist tools that will crop up throughout the course of this guide, there are a number of essential items that it will be necessary to obtain in order to get started.

Obviously the make-up of a tool kit is a matter of personal taste, but some items are universal.

1 Scalpels

There are plenty of modelling and craft knives on the market. None are as practical or easy to find blades for as the basic Swann-Morton design. Even for this there is a wide variety of blades. In reality the modeller only needs three – the 10, the 10a and the 11. The 10 has a rounded end, which can be used in a rolling motion without lifting the blade. The 10a is useful for slicing or paring, while the pointed 11 is essential when accuracy is needed. Buy three handles rather than switch blades too often. Better still buy four, and keep a blunt number 10 on one to use as a pallet knife for filler.



Modular Modelling

A tea tray co-opted into a portable worktop can allow you to stray from the modelling bench and practise the dark art in front of the TV, where you can snip, file and sand in comfort. Likewise a small portable tool kit and a set of sprues to prep is a useful addition to one's luggage on any long journey.



1 Swann Morton Blades. Top to bottom – 10, 10A and 11

2 Snips

Cutters, whatever you choose to call them. These are essential for cutting parts from sprues, or for trimming any large excess materials.

3 Tweezers

Get the finest ones you can. They will need flat, not rounded, ends.

untidy cutting mat.

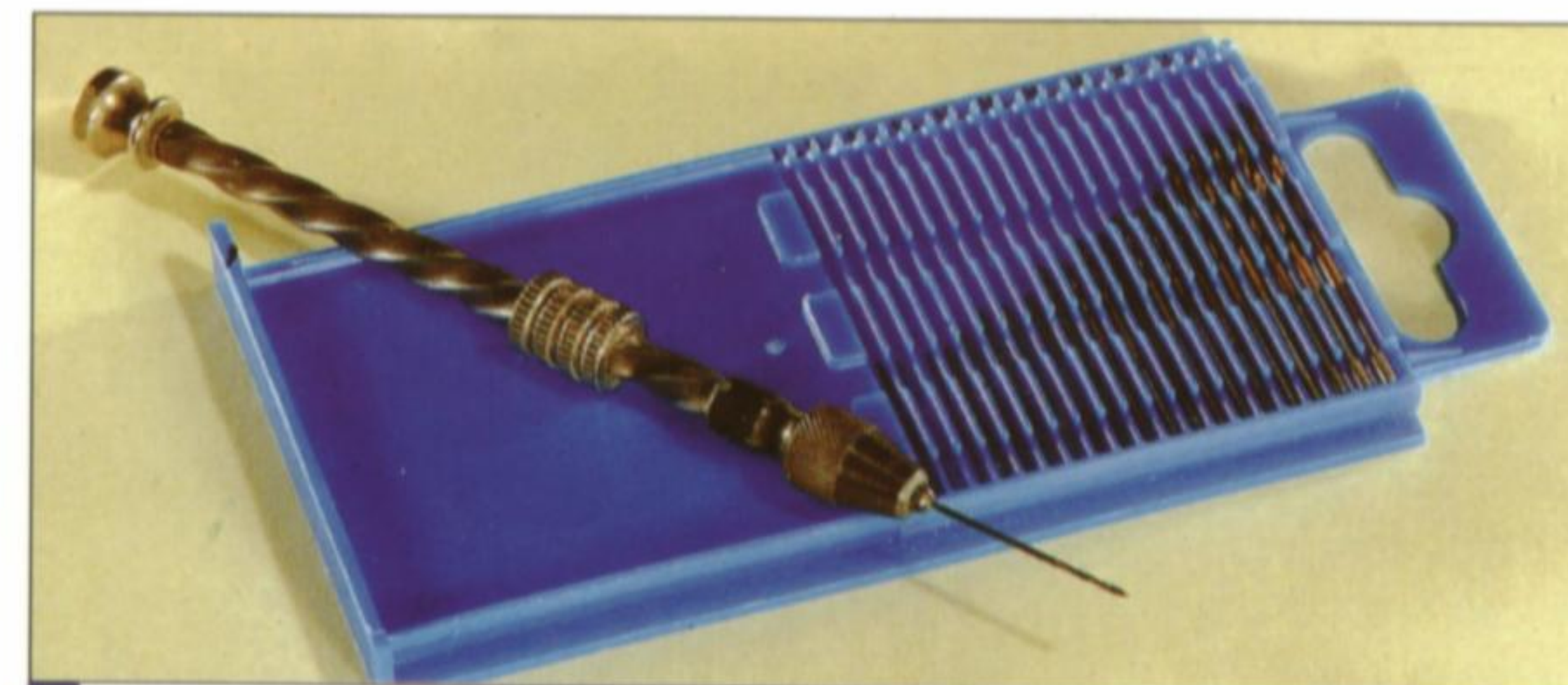
Of course for many modellers the acquisition of tools is simply an end in itself, and this is to be encouraged. Bear in mind, though, that cutting corners with the basic necessities in order to acquire less crucial items will only end up wasting a lot of time and effort in the long run. Good tools will last a lifetime, and a sound initial



2 Crucial items for pruning down sprue trees



3 Tweezers for all occasions



4 Miniature twist drill

4 Drills

A small twist drill will be useful on many occasions – although not nearly as many as you might expect. Be advised that nothing is easier than mislaying a tiny (and expensive) drill bit on an

investment will leave you free to spend your modelling budget filling up your loft with unbuilt kits instead.



Tools – 2

Once you have cut, snipped, hacked, chopped and drilled at the model to your satisfaction you will need to tidy things up. Various products are applicable here.

1 Wet-and-dry paper

Keep a supply of various grades handy. Once wet it will bend and twist into all but the most inaccessible corner, and takes off more plastic with less fuss than anything else. One small piece can go a very long way, and can be rinsed out under a tap and re-used.

2 Files

A set of fine files can be handy for tidying up apertures, but



3 It may not look much, but this tatty little buffing stick is worth a whole battery of expensive custom-made tools

are just as likely to stand unmolested for weeks on end. Keep a larger file handy for grinding up pastel chalks and other weathering aids.

3 Fibreglass buffing stick

These items are extremely handy for putting a finishing touch to difficult areas. The business end has some of the flexibility of a small brush, while at the same time it can clean up nicely in many of the parts the wet-and-dry won't reach, such as the areas at the base of struts, aerals etc.



1 With careful use of filler and wet and dry, you'll get there in the end

4 Micromesh

Micromesh abrasive pads come in an assortment of grades, and are an essential item for any modeller. They can be used in a variety of buffing, sanding and polishing chores, but most importantly they can be used to remove scratches and marks from damaged canopy transparencies – this is what the stuff was designed for, polishing windows on the real things!

Little Cars.com market a set of pads in a handy case, and this is worth any amount of miniature lathes, drills and grinding

implements. Remember – any tool that can undo the damage you are likely to wreak on your unsuspecting kit may be regarded as a friend indeed.

5 Toothpaste

For minor polishing tasks, toothpaste will do a passable job. Use with a soft cloth or a piece of kitchen roll, not a wire brush...

Apart from these useful items, always remember that the cocktail stick is your best friend. Keep a supply handy, as they have 1001 uses, as later sections of this guide will reveal.



4 An invaluable asset to the modeller is Micro Mesh, available in these neat sets from Little-Cars.com



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Dry-Fitting

It is a simple fact of life that many kits do not fit together very well. In order to establish exactly how the kit is going to build up, it is advisable to do two things before committing glue to plastic.

Firstly, study the instructions! While it is tempting simply to grab bits and glue them together, it is easy to overlook parts, or to stick the wrong ones to each other. Items like engine nacelles are frequently handed, and you may build up sub-assemblies only to find later on that they will not fit where they are supposed to go.

Many kits also feature a mass of spare parts for different variants, and it is very easy to make mistakes with these. Where there are duplicate parts, it is advisable to remove them at the outset and commit them to your spares box.

Secondly, dry-fit as many of the kit parts as possible. Gently binding them together with white paper decorator's tape will help you establish the



1 Dry-fitting will reveal potential problem areas



Decide yourself

Don't assume that the instructions are always right. They are usually laid out in a sequential order that allows the entire kit to be assembled before painting. More often than not it will be expedient to leave sub-assemblies to one side for painting later. Plan ahead and use the instructions as a guide, not gospel.

assembly sequence, and to ascertain what problems are likely to arise with the fit of parts.

Always assume the kit will not fit together at all, and then you will never be disappointed. The notion of kits that simply fall together when you shake the box is a myth.



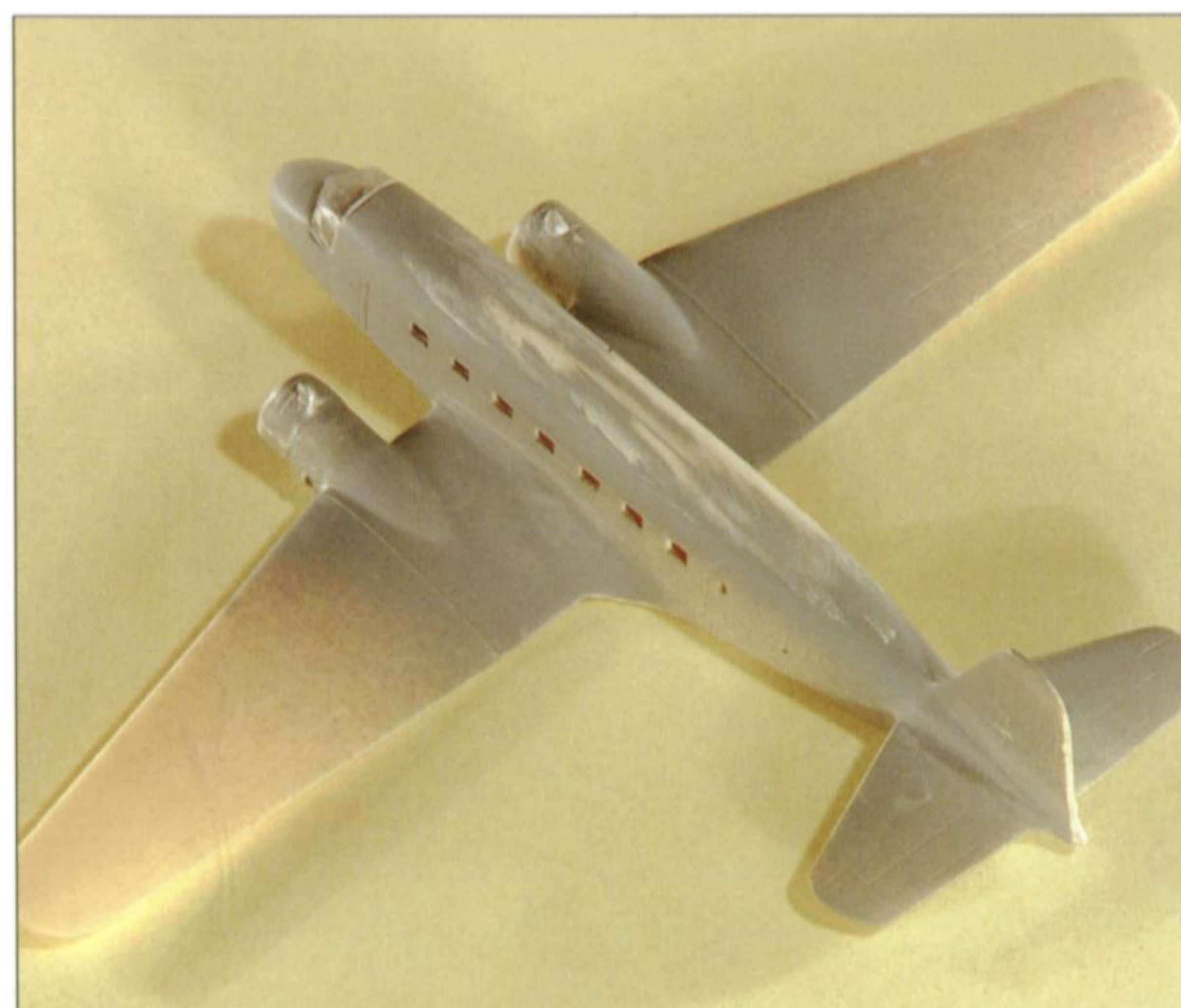
Preparing Parts – Resin

Resin is a different kettle of fish altogether. Plenty of preparation needs to go into a resin kit, but once this is done construction is always quicker. Do remember that resin dust is harmful and should not be inhaled. Preparation of resin kits follows three stages.

■ **1** Firstly all parts should be carefully removed from their casting bases with a razor saw. Resin is brittle but hard, and will not slice easily with a scalpel blade. Be careful not to force it, as it is very easy to



1 Resin kits do require extra preparation



2 But then they assemble remarkably quickly

damage parts through carelessness. Where there is no clear demarcation between the component and the casting base, use a thin strip of masking tape to mark a line to which to work. Don't imagine you can cut these by eye alone. It won't happen.

■ **2** Use wet-and-dry to sand down the parts once the bulk of the waste has been trimmed. This will keep the dust under control, and also do the job quicker than any other means. Flat objects, such as cockpit sidewalls, frequently need to be thinned down to fit, and these should be rotated on a flat piece of wet-and-dry and frequently dry-fitted until satisfactory. Bear in mind with

sidewalls that the backing is only there to hold the piece together, and may well need to be sanded almost entirely away. The more you can take off without damaging the part, the better the end result will be.



Cockpit sills

If you cannot thin down the sidewall entirely, then make sure that the top edge at least gets adequate treatment, as this is the area that will be most visible on the finished model.

■ **3** Once all sanding and cutting is done, wash everything in warm soapy water and leave to dry thoroughly. There is no point in painstakingly cleaning everything before you manhandle it with greasy fingers and subject it to traumatic sanding and sawing operations.



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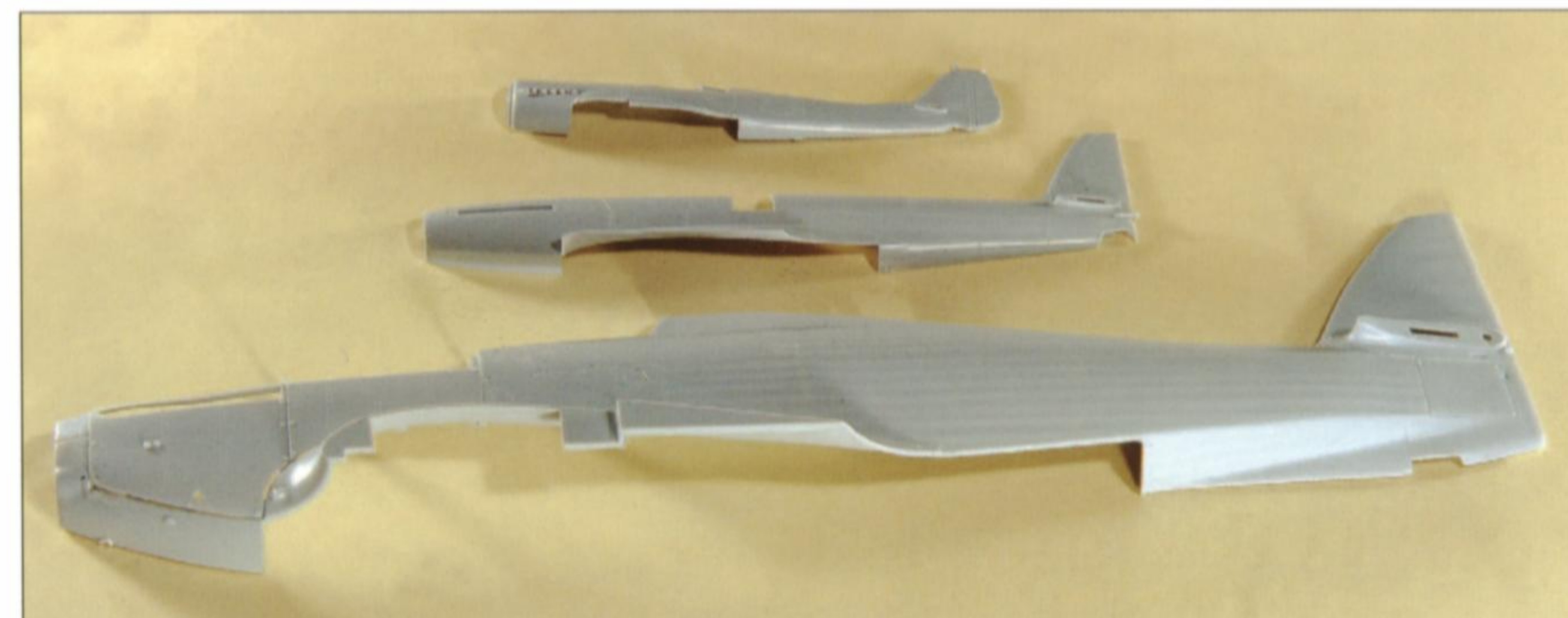
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Scale



1 Top to bottom. 1/72 Fw 190D, 1/48 Spitfire F.22 and 1/24 Hawker Hurricane Mk 1

Before cutting commences, it is worth pausing to consider the problem of what scale to model in. Many modellers chop and change at will. Others choose one and stick to it. Here's a brief look at the main aircraft scales.

■ 1/144:

This is the smallest of the mainstream scales, and is practical for airliners and larger aircraft. Equating approximately to 2mm = 1 foot, it is equivalent to the railway modeller's 'N' gauge, and will be compatible with those accessories. The small size does present some problems with detail, and although kits are improving there is an unfortunate tendency to overdo panel lines, without which the kits would look far better. Limited accessories and decals are available. 1/144 is the favoured scale of civil airliner modellers, and by far and away the bulk of accessories and decals in this scale are aimed at these.

■ 1/72:

4mm approximately to the foot, or '00' gauge. 1/72 was the industry standard for years.

Plenty of products available, although owing to the existence of a lot of the older, inferior toolings, many interesting aircraft are not being re-kitted in this scale. Don't be fooled by the old railway modelling association of '00' with 'H0.' Although the track gauge may be the same, H0 equates to 1/87, and will look odd alongside 1/72.

■ 1/48:

This has been growing in popularity at such a rate that it is now on the point of overtaking 1/72. A vast range of excellent kits and accessories is available. The downside with 1/48 is that where detail is absent it tends to be more noticeable, obliging the modeller to put extra work into areas they might otherwise be content to leave when in a smaller scale. 1/48 is growing so fast that even manufacturers of armoured fighting vehicles are coming on board.

■ 1/32:

While there are some excellent kits available, the choice is very limited compared to 1/72 and 1/48, although product ranges for 1/32 are expanding. The

most common scale for armour and military subjects is 1/35, which does not look too out of place alongside.

■ 1/24:

Few and far between. Airfix really pioneered this scale with their Spitfire 1A in 1970. Only a handful of kits are available, and these only of fairly popular types, although with the frenetic state of the industry at the moment it can only be a matter of time before we see something as obscure and unlikely as a Blackburn Dart in 1/24.



Smaller scales

Ships and larger subjects tend to be kitted in smaller scales, right down to 1/700 and beyond. There is a growing range of aircraft and accessories for model aircraft carriers in these smaller scales, with cockpit interior details now being offered in 1/350.



Getting it off the Sprue

Twelve pages in and we finally start cutting! The modeller may be confronted, on first opening the box, with an overwhelming urge to pull pieces off the sprues and test fit them while travelling home on the omnibus, train etc. This must be resisted at all costs. Pulling parts off the sprue will damage them, and cause more work in the long run. Flimsy wing leading-edges are particularly susceptible to this form of abuse.

There are three methods, applicable in different cases.

■ 1 Snipping

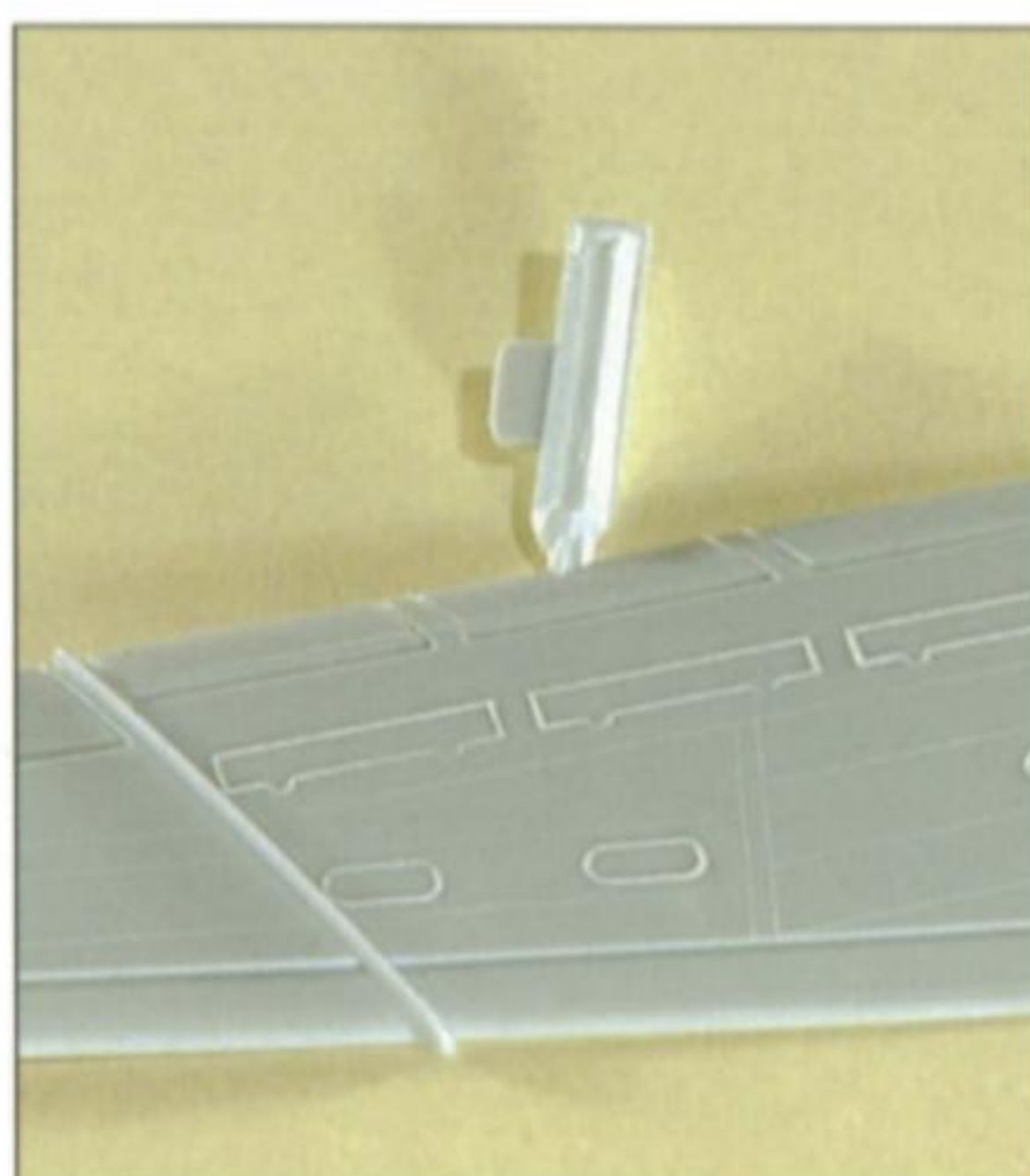
Where possible, pieces should be cut off the sprue with the appropriate snipping tool. Cut the sprue gate as far away from the kit part as possible, as the excess can be trimmed off later with something a little more accurate.

■ 2 Cutting with scalpel

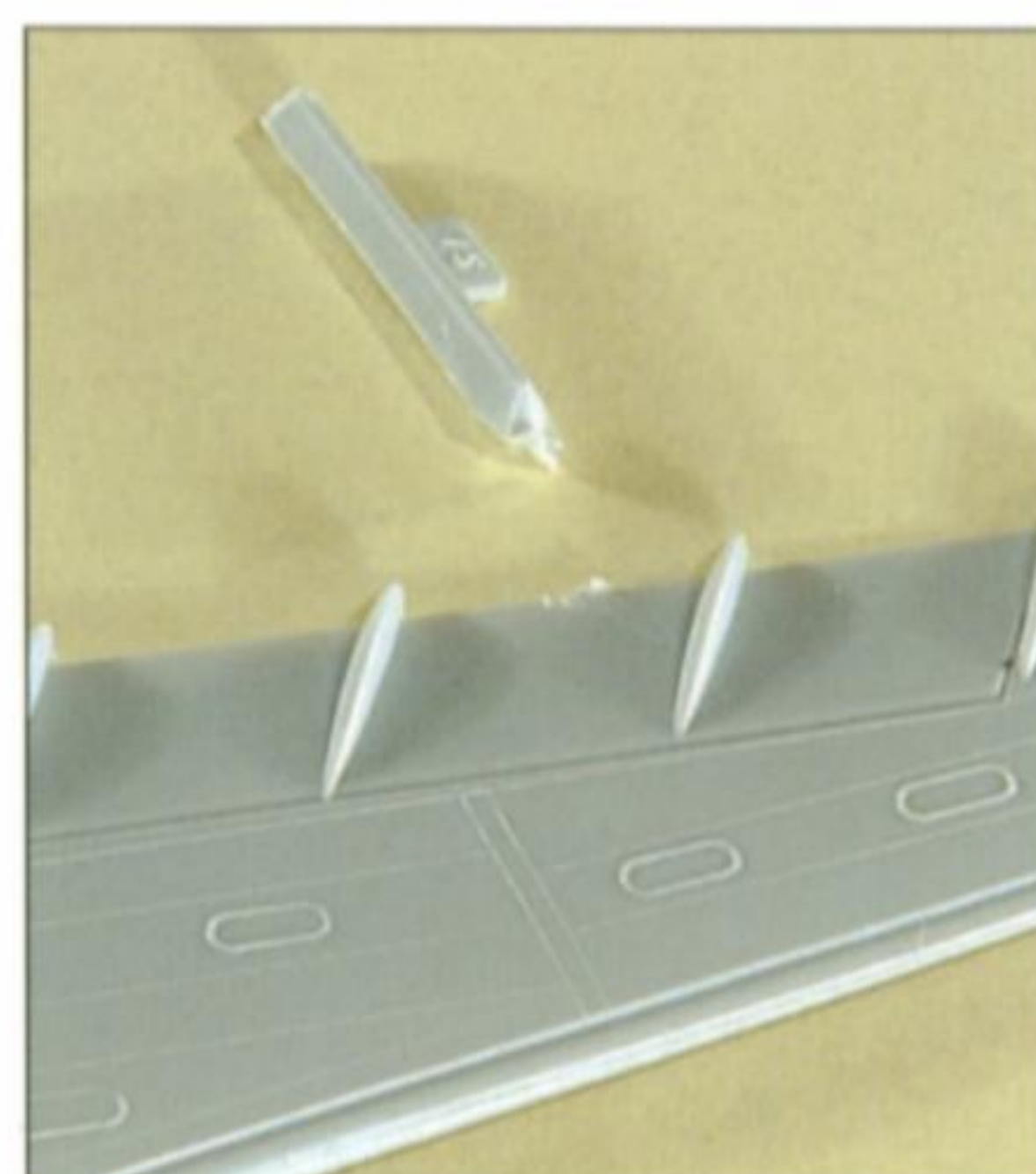
Smaller parts, such as thin airdials, or undercarriage legs may require some care, especially if the sprue gate is heavy. Cutting in these cases is best done with a No. 10 scalpel



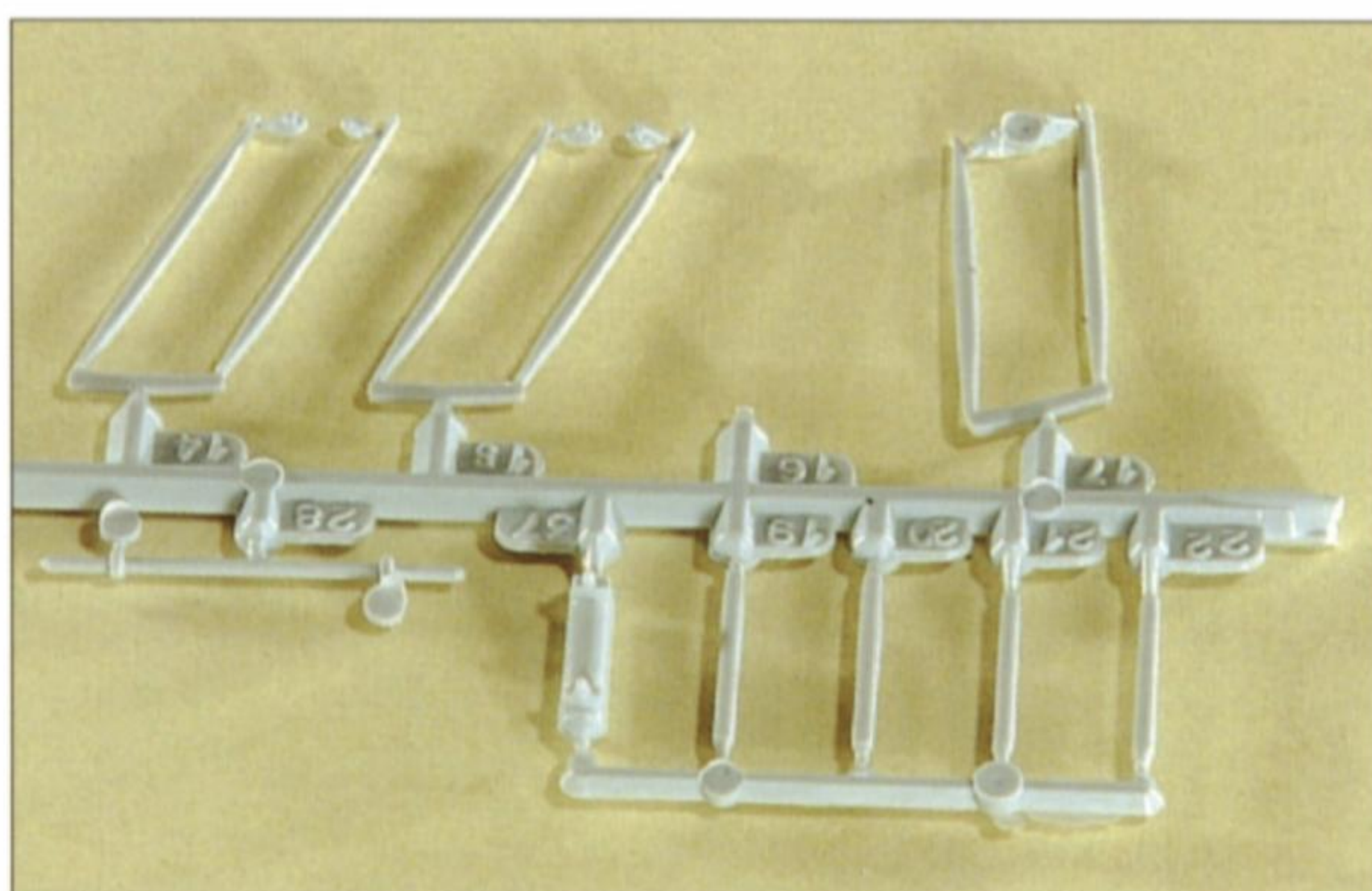
4 While the sprue gate on this transparency will need heavy attention with Micro Mesh to clean up the blemish it will leave



1 Heavy sprue gates need to be approached with caution...



2 ...not twisted off with reckless abandon



3 Smaller parts may need a more delicate approach

blade, taking care to support the piece from behind so it is not snapped during the process. Undercarriage legs and propeller blades are particularly sensitive when it comes to cutting out. Support the sprue from behind and use a rolling motion with the scalpel blade.

■ 3 Sawing

In some cases it will be necessary to use a small razor saw. This is frequently the case with transparencies, where the plastic is more brittle and can crack easily if subjected to the stress of snipping. Make sure the part is well-supported and saw slowly and carefully.

Remember – there is only so much that can be done to restore a damaged canopy, and a crack cannot be removed with Micro Mesh.



Timber

A four inch length of 2 x 1 timber can be a handy extension to your tool kit. It makes a support, an anvil, a base on which to tape small parts for painting, and can be drilled to accept cocktail sticks, which in turn can hold any amount of individual components, and allow you to spray them simultaneously.



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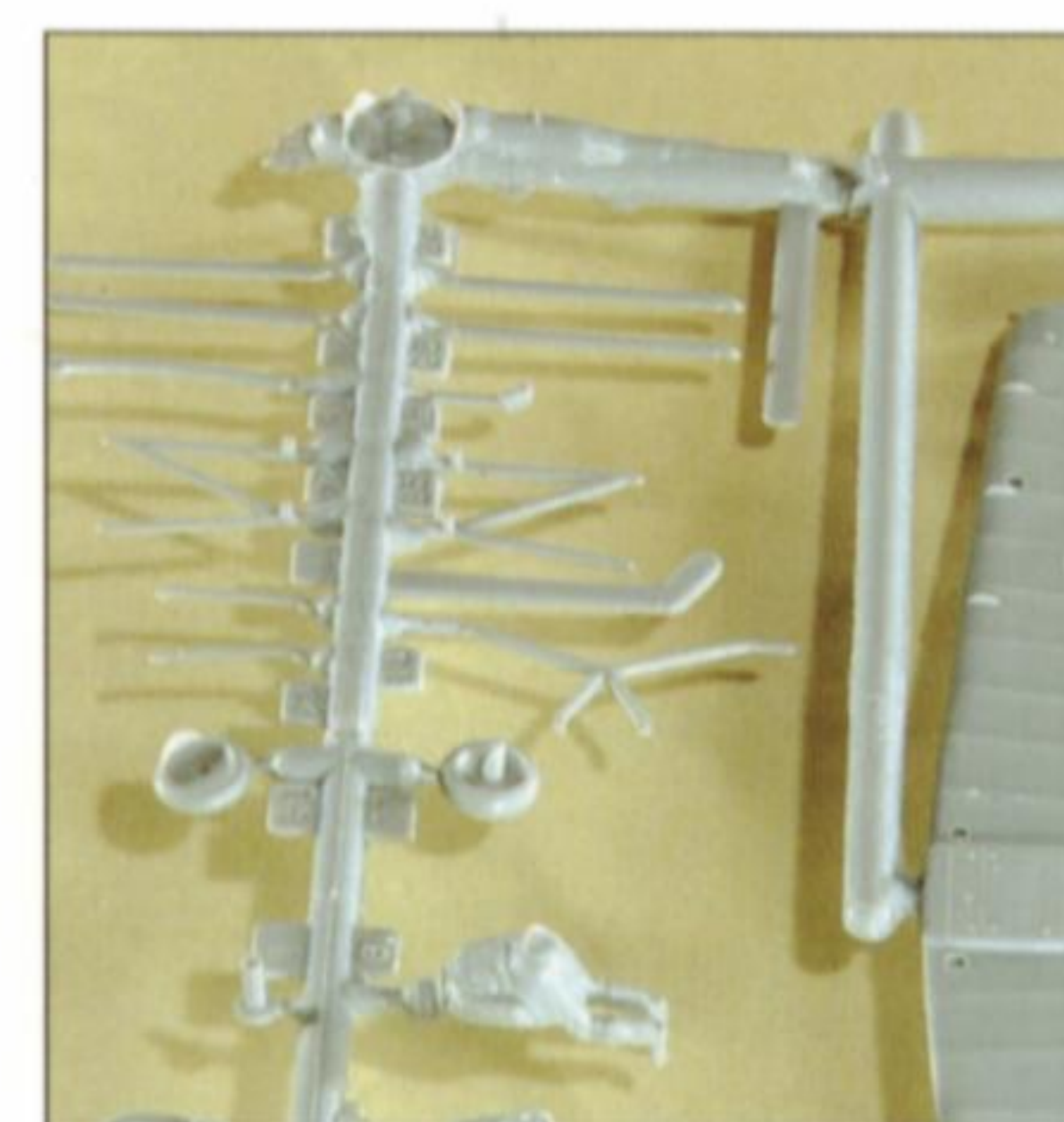
Preparing Parts – Plastic

Before construction commences it will be necessary to do a little preparatory work on some of the parts. Manufacturers generally advise the modeller to wash all parts in warm soapy water before starting, as there will be residue from mould release agents. This is admirable advice, although there are lazy modellers who have never done this in their lives yet suffered no adverse effects.

There are three potential problems that may need addressing at this stage.

■ 1 Ejector-pin marks

These annoying features are caused in production, when the sprue is removed from the mould. Check their whereabouts carefully, as they can turn up in inaccessible places once the kit is assembled. Generally small round depressions, the shallower ones can be scraped away with a No. 10 blade. Deeper ones will require filling.



2 A little bit of flash creeping in. Not bad for a kit dating from 1957

■ 2 Flash

Generally a result of mould deterioration, flash is caused by seepage in production and is usually easy to remove. Simply



1 Ejector-pin marks – frequently a problem on solid pieces

trim with the scalpel and clean up with wet-and-dry.

■ 3 Seam lines

Injection moulds comprise two halves. This can cause thin seam lines to appear on some parts of the kit, and these will need to be removed. They have a nasty tendency to favour undercarriage legs and small fiddly pieces that do not react



Liquid poly

Sometimes a quick brush over with liquid poly cement can restore a heavily sanded surface, and make it subsequently more workable. Don't pass the poly brush twice over the same spot while still wet if there is delicate surface detail.



3 Undercarriage legs frequently show seam lines, which need to be removed

well to brutal treatment. Scrape off with a 10 blade and tidy up with wet-and-dry and a buffing stick.

■ 4 Sink marks

Where a solid plastic moulding appears on the inside of a wing or a fuselage half – a locating pin mount, or a heavy internal sidewall detail – small

depressions can appear on the external surface. These 'sink marks' occur as the plastic cools in the mould and will need to be filled.

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Club Focus

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Editorial

Stacked-up over Shoreham

Although the October issue of *Scale Aviation Modeller International* is under preparation, here on the top floor of Media House it is still Summer. A clock ticks. There is a sloshing of glue and a gentle clicking of scissors as the designers cut and paste the next issue of MAM, and a distant suggestion of laughter can be heard from the ladies in the admin department who are reminiscing over the Deputy Editor's most recent attempt to use the fax machine. Beyond this all is quiet. The mountain of promised kit releases, boldly announced at Nuremburg, sits poised on the Czech border like some gigantic boxed Wehrmacht, facing West, just waiting for the long sobbing of the autumnal violins to herald in the modelling season and the approach of the Nationals. For the moment things are still quiet, with just a handful of releases arriving this month.

What happens to editors when there is a shortfall of incoming news to occupy them? Their minds wander and they begin to conjure up strange



Mr Jerram's pending pile – just the tip of the iceberg...

fancies to while the hours away, and it was during one such reverie that the present author was moved to ponder, for no good reason whatsoever, upon the nature of his colleagues' workbenches.

Model Aircraft Monthly's Neil

Robinson has a bench that is not unlike one of those secret underground German factories, cramped, busy and frenetic, from which swarms of stubby-winged fighters emerge at a tremendous rate to go straight into the firing line and

do their duty. SAMI Deputy Editor Hatcher's workbench is more akin to that great desert boneyard beloved of photographers, in which grey rows of partially dismantled jets silently await an uncertain fate.

Managing Editor Mike Jerram's workbench is like Shoreham Airport in a heavy fog – lots and lots of light civil aircraft stacked up...but no discernible movement! (In truth, and from experience of both, I can confirm that much more happens on a fogbound day at Shoreham than on my workbench, though I do recall a foggy and wet day there in the early 1960s when all that moved was the rain dripping down my neck from the huddled cluster of tired Miles Marathons under which I was sheltering. MJ.)

Enough of this tomfoolery. On with the news.

Gary Hatcher

Deputy Editor
Scale Aviation Modeller International

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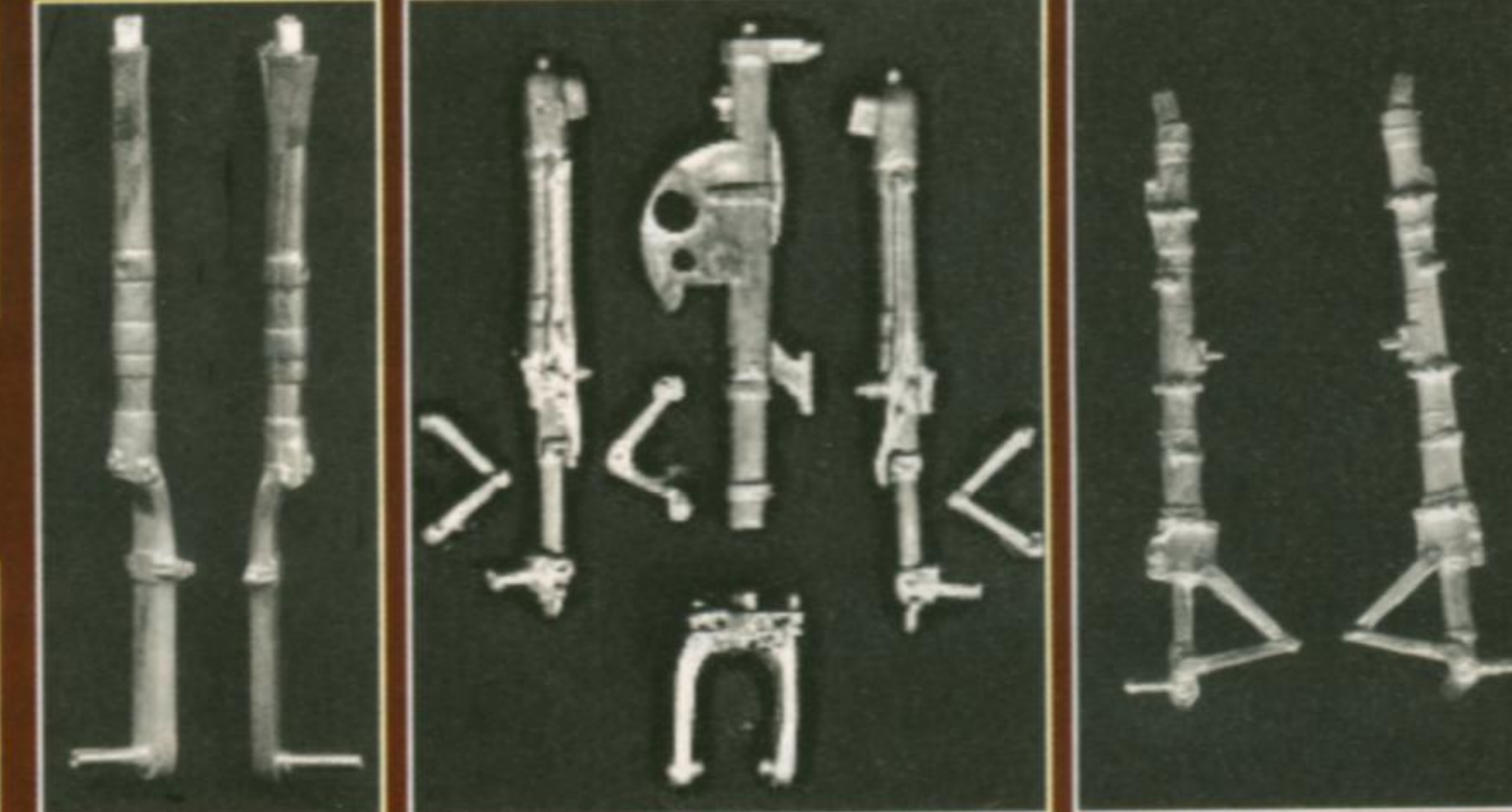
     



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News Update



It is good to know that there is no shortage still of projects for the Luft 46 people to look forward to. A&V are still going strong with a programme of impending and future releases that now includes the second version of the famous Von Braun VTO Interceptor (#141)



We did mention these things a couple of months ago — well they have turned up and are such nice little kits that it seems a shame not to remind you of them again. Academy's 1/72 ground vehicle sets are a welcome change from all the nice 1/48 vehicles that Tamiya and others are producing to cater for those modellers of eclectic tastes. The US ambulance and towing tractor (#13403/£7.99) will be joined shortly by another Luftwaffe set which will include a Schwimmwagen.

Of course the inclusion of this item affords an opportunity to bemoan the lack of news on the long-awaited Helldiver.



Welcome back to the Airfix Halifax (06013/£14.99), which has come among us once more, this time with decals for 158 and 78 Sqns. About time they stuck in some new options too — this is the first time they've changed since 1961, and we are relieved to see it has no vulgar nose art.



Talking of new decals, what have they done to the old Heller T-6G (#03066/£6.99) and what has it done to deserve such treatment? South African, Austrian and Swedish (of

course) options are now provided. Time to hit the spares box chaps, although no doubt the kit itself will be as neat as it ever was despite its great antiquity.



In light of this it is with some relief that we note the A-10 Thunderbolt reissue (#06012/£14.99) is in a nice sensible lo-viz grey scheme. Can't abide frippery!

Drawing closer, you will recall, is the Spitfire Mk IX (#05113/£10.99), and there is something very special up the Airfix sleeve, we are advised, which we dare not even breath about lest it turn out not to be true.



Following April's release of the Halberstadt D-II, Blue Max have a further three releases lined up in 1/48. These will be the Airco DH.5 (#119/£21.99), the Ansaldo SVA.5 (#120/£21.99) and the Macchi M.5 flying boat (#208/£24.99).



Classic Airframes will be releasing early Bf 109 kits in due course. Watch their website for announcements, but expect news around October. Also coming are a number of Avro Anson variants.

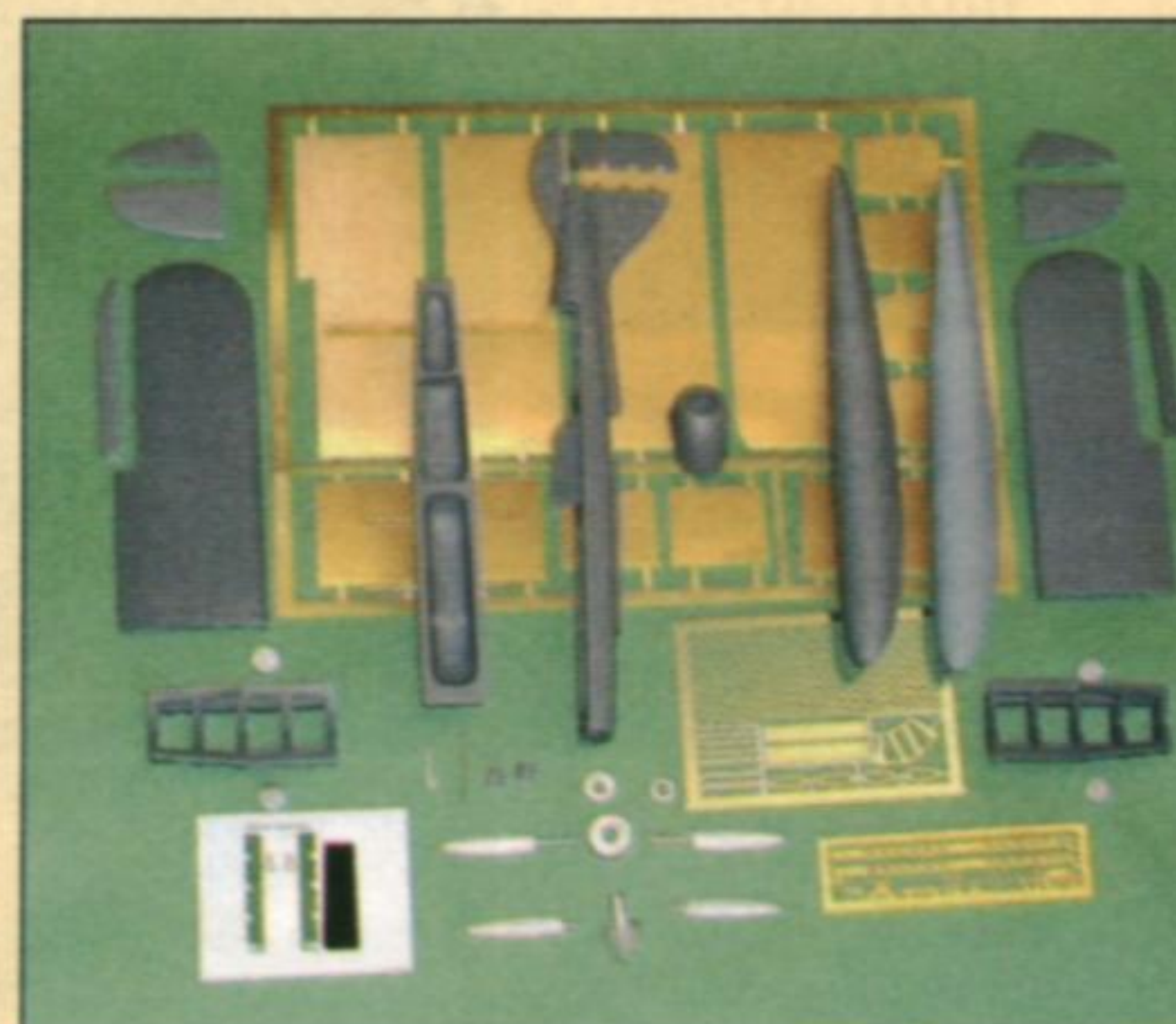


OK, first here is the bread. CMR's latest arrival is a kit depicting the Avia BH-33E and BH-33E-SHS (#147/£22.90). No doubt most of you will already know that the latter was

Aerotech

Oh so many movements on the Aerotech front! Firstly, the last of the Supermarine S.6B kits has been sold, so if you missed out then you may feel free to kick yourself. If you have one, and it has been added to your loft-lining and will never be built then shame on you, and you definitely have no business buying the Mew Gull (#32002/£140).

Did we say Mew Gull? Oh yes! At last the Mew Gull is impending. Or at least, it has reached the pattern stage and we can have something tangible to take comfort in. By all accounts the model will represent the G-AEXF in its 1938 King's Cup victory and the '39 'Cape Dash' configurations, during both of which it was in the hands of Alex Henshaw who, we hear, is eagerly awaiting the kit's release, along with a later custodian of 'EXF. We hope to bring you the verdict of at least one of these gentlemen (and who would



the penultimate version of the BH-33 line of fighters, and the only one to see active service in the fighter and bomber role. Those of you who don't will find it on sheet 87 of your World Aircraft Information Files A-Z of aviation. Much easier to buy the kit and learn all about it from the illustrated supplement.



Future releases from CMR in 1/72 will include the Fokker C.VD RR Kestrel Dutch version (#144), the Hughes H-1 racer (#148), and a Latvian fighter prototype, the Irbitis VEF I-16 (#152). 1/144 will see civil and military versions of the Lisunov Li-2.



And now for the cake. A great big juicy one with a cherry on the top.



know better?) in due course.

Now released in a worldwide limited edition of 150 is the Macchi MC72 (#32003/£140).



Aerotech now have special bases made for these remarkable models. Contact them for more details, and view the whole range of Schneider Trophy aircraft at www.marshmodels.com Bring on the Comets!



The first Buccaneer kit is expected to be ready at the end of September.

DUJIN



It's always interesting to see what Dujin are going to come out with next, and there are some real treats in the offing by the looks of things. Just when you thought there couldn't possibly be any more Mirages released — out pops another one, small but

perfectly formed. It is the Dassault MD550 Mirage I (#72335/£24.20), which is pretty mainstream by Dujin's usual standards. Don't worry though, they return to their customary fare with the F+W N-20 1 Arbaete glider (#7237/£14.99). Next up comes the Valmet VL Viima with open cockpit (#72226/£22.30) and the closed cockpit version (#72227/£22.30) which is a very nice looking aircraft.



Finally they will be releasing a Canberra B.2 with injection moulded canopy. Only joking. The final release will, of course, be the EKW C.35. (#72223/£23.80) Well of course — what else?

EDUARD



Clearly Eduard's unusual advertising campaign has been a ruse to put us off the scent. Editorial staff were both astounded and delighted when a 1/48 Polikarpov U-2 VVS turned up out of the blue (#1112/£19.99). Of course we knew it was coming really — it had just slipped our minds. Its arrival coincided with a review sample of a book by Kagero on the same subject.



The next releases due from Eduard are the Hanriot HD.1 (#7036) and the Spad XIII in USAAC markings (#7053). These releases will be in 1/72 and will go some way towards making up for the delay to the MiG 15 series, which is going to be one of the highlights of 2006 — so long as you like the proper scale. Those of us yet to succumb to the lure of 1/48 will be rejoicing at the prospect of more quality Eduard kits in this scale. Perhaps they'll do a Gannet? 1/72 MiGs promised so far are the MiG-15bis and the MiG-15UTI. Splendid! But gentlemen, with winter drawing on don't you think it would be a

kindness to put some more substantial clothing on those ladies in the adverts?



Interesting news from Japan, courtesy of a source we will refer to only as 'Sorge'.

Hasegawa, we learn, are to release a 1/32 Ju 87G in December. This will be an all-new tooling, and will include a metal figure of Hans-Ulrich Rudel in its initial release. Given the recent move of Far Eastern armour manufacturers into 1/48, might those of us who dabble in ground targets have been entitled to expect them to release it in 1/35, the better to sit it next to our Kubelwagens? For those of you prepared to do the arithmetic the price is 5800 yen. No doubt fingers are twiddling in the Eduard workshops already...



Of course besides these murmurings there has been the usual

cop of re-boxings and reissues, which this month warrant a closer look. In 1/72 the B-17G Flying Fortress (#010X/£15.99) has returned as A Bit of Lace, which will no doubt delight the reader who took us to task for our pusillanimity in the matter of Air A Cuties. This, of course, was the guise in which the old Airfix kit originally



appeared, and has also been kitted by Corgi in heavy metal. A bit of lace? Quite a lot of the stuff if you ask me.

On a more contemporary note there is a Marinesflieger boxing of the Tornado IDS (#00775/£16.99) an



F14A Tomcat in the markings of VF-21 Freelancers (#00774/£17.99) and an F-14B of VF-103 Jolly Rogers (#00382/£17.99). Finally for jet lovers



there is a very nice looking F-15J Eagle

in 204 Sqn 20th anniversary markings (#00381/£16.99) with the last of the



1/72 kits being the Heinkel He 111H-2/H-3 (#00773/£21.99).



Lots of jets reissued in 1/48, including the F-104S Starfighter 'Italian Special' (#09618/£17.99) which is an all-red contraption. The F-4EJ



Phantom II 'MiG Silhouette' (#09617/£25.99) is accompanied in

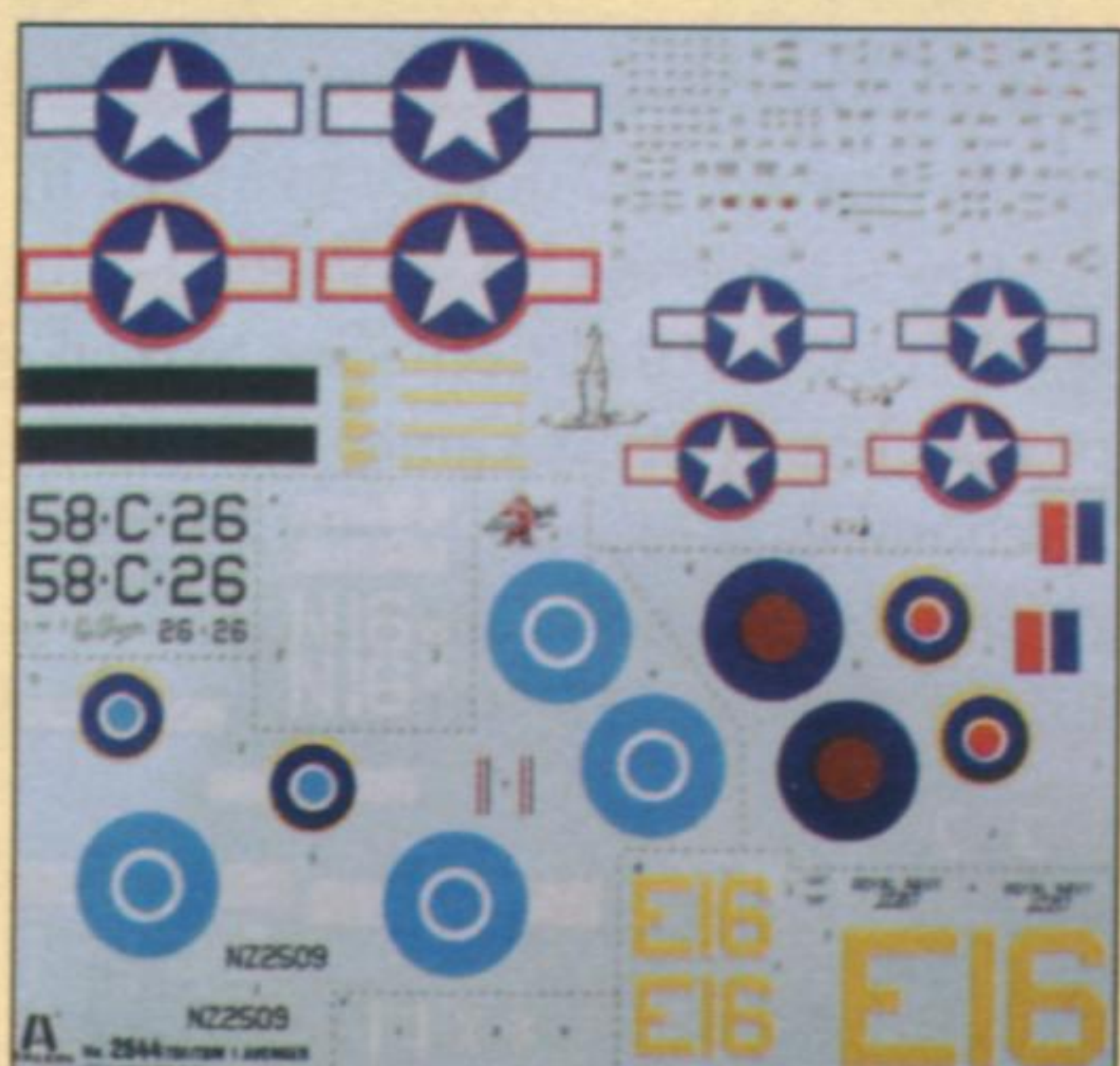


1/48 by the F-4J 'VF-84 Jolly Rogers' (#09338/£21.99), and an F-16C Falcon



Italeri have stolen the show this month with the sudden — very sudden — arrival of their 1/48 TBF/TBM 1 Avenger (#2644/£13.99). It suddenly winked into being at the very end of August, and had sold out almost everywhere even quicker than Trumpeter's Wyvern. It's arrival was unheralded by the company's website, and the kits seem to have winked out of the same Bermuda Triangle that has consumed the Academy Helldiver. No doubt this latter will have appeared out of the blue on our pillows one morning when we open our sleepy eyes. Gosh — we do hope so.

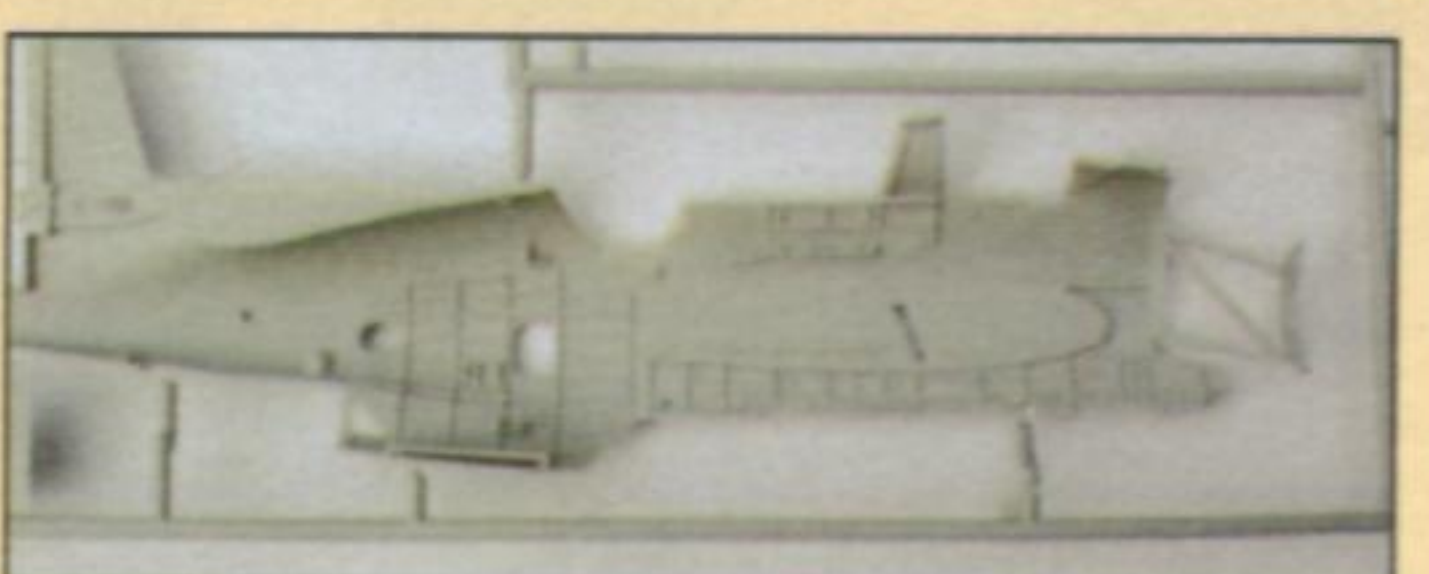
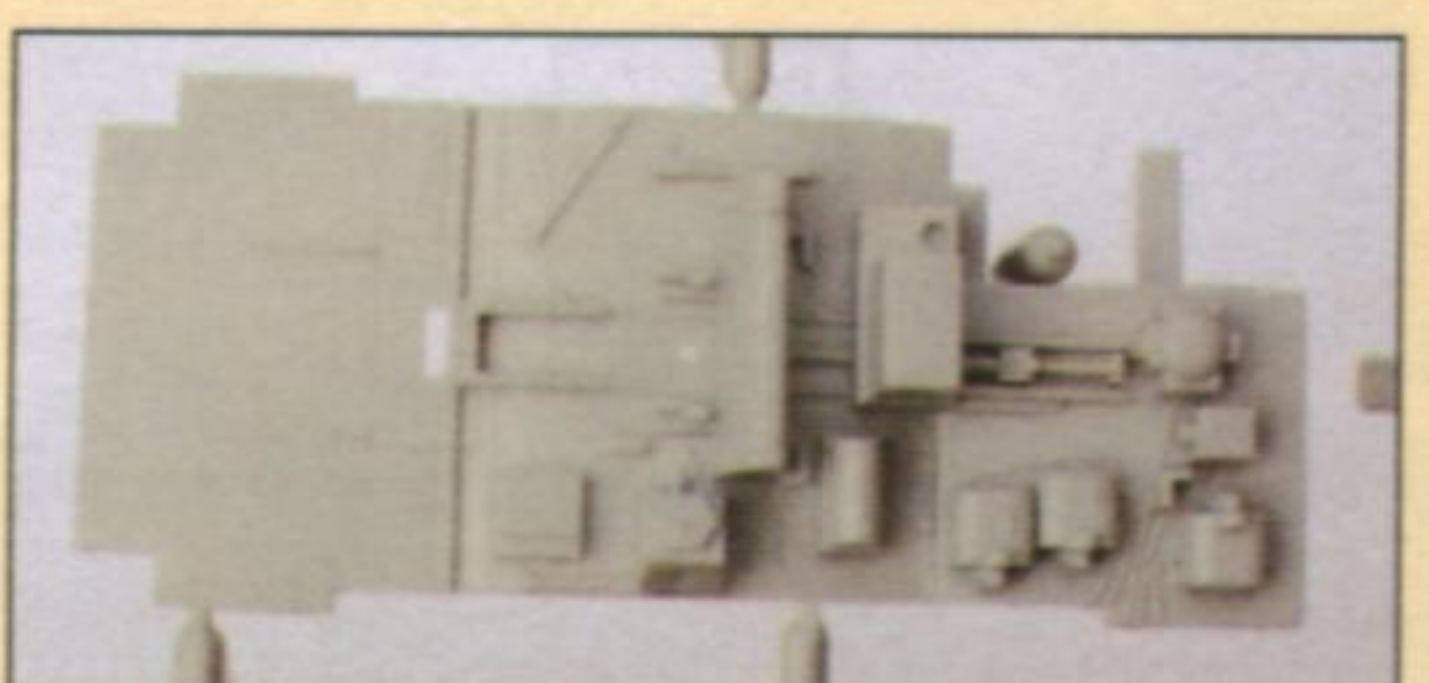
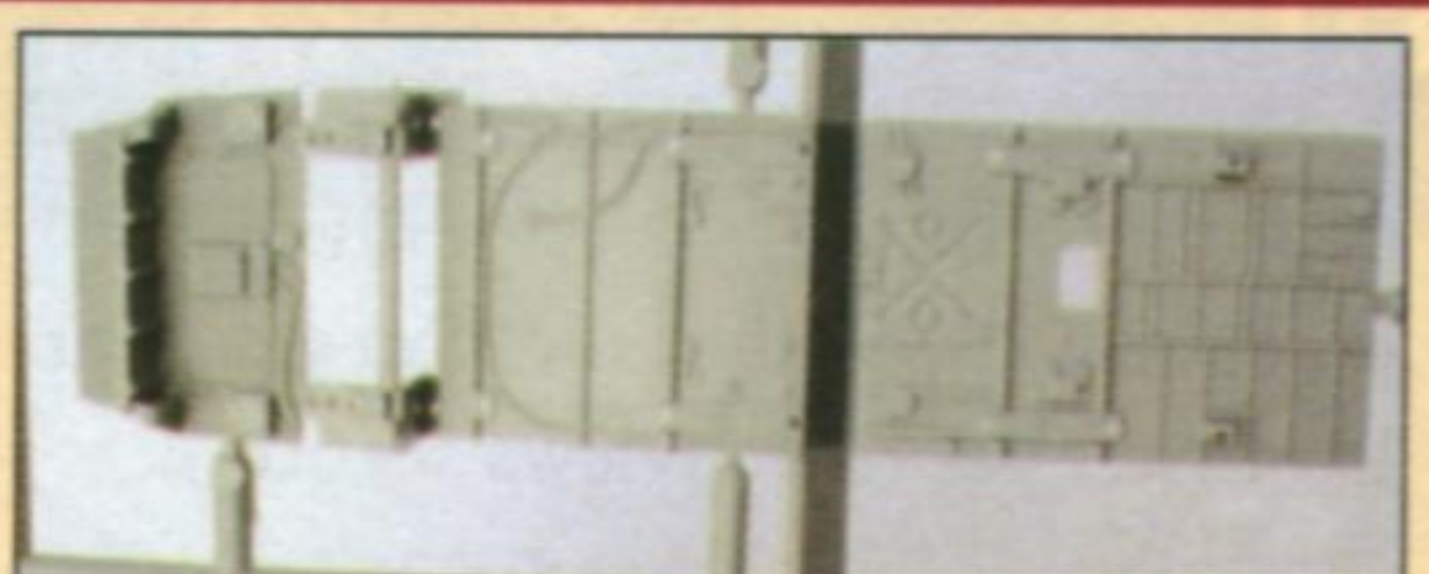
So many people bombarded the newsdesk with information on this kit that we are moved to wonder whether or not anyone actually reads these pages. Readers who were good enough



to contact us in amazed delight to inform us that the kit is the Accurate Miniatures tooling re-packaged are reminded that we did in fact mention this several months ago. Still, given the modest asking price it is easy to see why no one really believed it could possibly be true.

This really is a most remarkably generous package. Somewhere in the region of 120 pieces go to make up the kit, including one large transparent sprue featuring various internal bulkheads and a choice of instrument panels. Internal detail is extensive, the only down side being the need to acquire seatbelts, as the only ones included are decals which are not really worth considering.

But that is mere carping. As you would expect from an Accurate Miniatures tooling, everything is there in intricate and crisply moulded detail. In fact the present writer has been so unmanned by the contents of the box — the wheel wells are particularly impressive — that he has decided to bow to the inevitable and take up 1/48 modelling. Just in time, too, with all



those goodies from MPM just around the corner. To paraphrase an ancient advertising campaign: that's the wonder of wheel wells...

All this has, of course, overshadowed the arrival of the Bv 138, He 111Z and that giant C-130J Hercules, all of which were heralded in the last issue. Never mind that. Someone pass me a canopy mask for this Avenger!



in Aggressor markings (#09616/£17.99).



There is plenty for the egg-whisk fans as well. The P-47D Razorback is reissued in 348th Fighter Group markings (#09615/£17.99), the



Kawasaki Ki-61 Hien (#09613/£16.99 is looking particularly exquisite, and



the Nakajima Ki-84 Hayate is now equipped with a bomb (#09614/£17.99).



All this, and a 1/32 Fw 190D-9 (#08155/£25.99), but did you get your Lancaster yet (see reviews section).



We can say with absolute confidence that the 1/72 Canberra B2 'RAF and Export' (#7259/ £30) has come among us and is now available for all those Canberra fans capable of fitting a vacform canopy. Those who aren't will just have to wait... probably for a very long time.



If you are a fan of those oddly mutated racing aircraft, on the other hand, you won't have very long to wait at all, as the latest arrival in this line from High Planes has turned up as

'Race 2', James Hannon's 1949 Cleveland Racer (#7225/£14.00), which appears to be a Mustang with some kind of growth.

High Planes have some interesting releases scheduled — among them a Seafire Mk.IIC (#7264) — oh wonder of wonders — a British Naval Beaufighter II (#7280) the arrival of which we will await with great interest.



Let's just take a quick moment, given the type's topicality in this issue, to remind ourselves that Hobbycraft's reissue of their YP-59 Airacomet



(#1438/£21.95) is currently available. This kit has also been released as the YP-59A (#1439/£21.95).



We did advise you of the imminent release of the Isra Bis D (#4103) in September's SAMI. This should now be available as of early September.



Some very exciting resin kit releases from Karaya of late. In 1/72 the Short 827 (#72003/£33.35) has been followed by both sea and land versions of the Short 830. The land version (#72004) sells for £28.90, while the sea/floatplane version (#72002) can be had for £33.35.



In 1/48 there has been a resin conversion set to make an Albatross



If you missed the initial ICM release of the I-1 Russian monoplane fighter, then you will be pleased to know that it has been reissued courtesy of Maquette (#7246/£3.99).



Newly arrived, and doubly welcome in the tiny scale is the US Navy R4D-5 on skis (#14527/£10.99). Another arrival of note has been the Conair DC-6B Firebomber (#14533/£12.99). Future releases to watch out for include a British Airways 737-400



D.I (#48003/£6.65), for use with the Eduard kits, and a full kit of the Aviatik Berg D.II (#48004/£33.55).

These are high quality resin kits, and include etched parts. Those Shorts look lovely too! UK importer is Hannants.



(#14517/£10.99) and a couple of 1/72 B-24s, both with extraordinary names, and probably enough bare female flesh bedecking their noses to distress even the most permissive of readers. These



will be B-24D Strawberry Bitch (#11639) and B-24M Mama Foo Foo, which sounds more innocuous than it probably looks.



They have been promised for a long time, but Mirage's website is still threatening the modeller with a whole series of F4Fs in 1/48. With no less than nine different kits promised, it is to be hoped they start appearing soon.

Monthly Prize Draw

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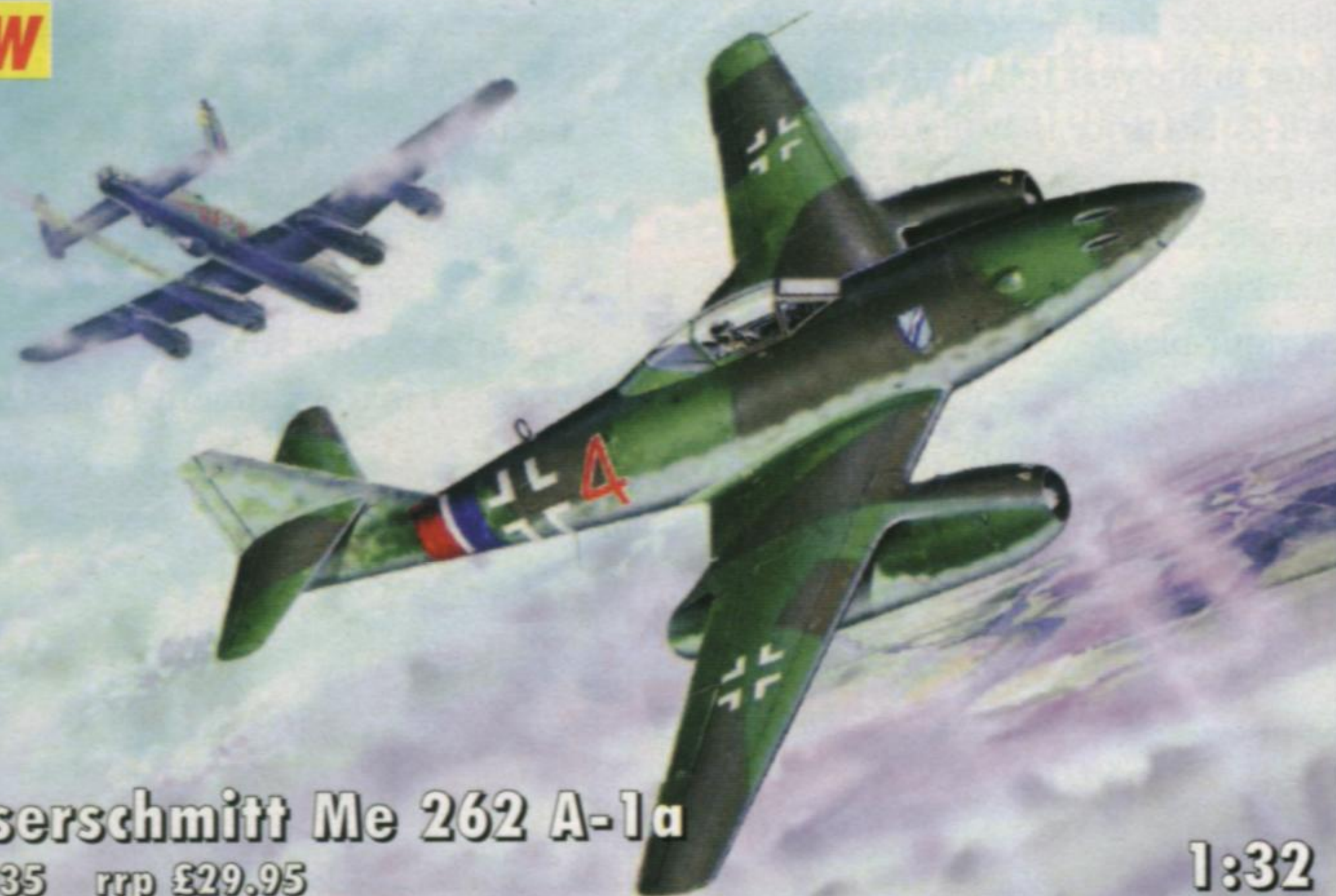
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1:24



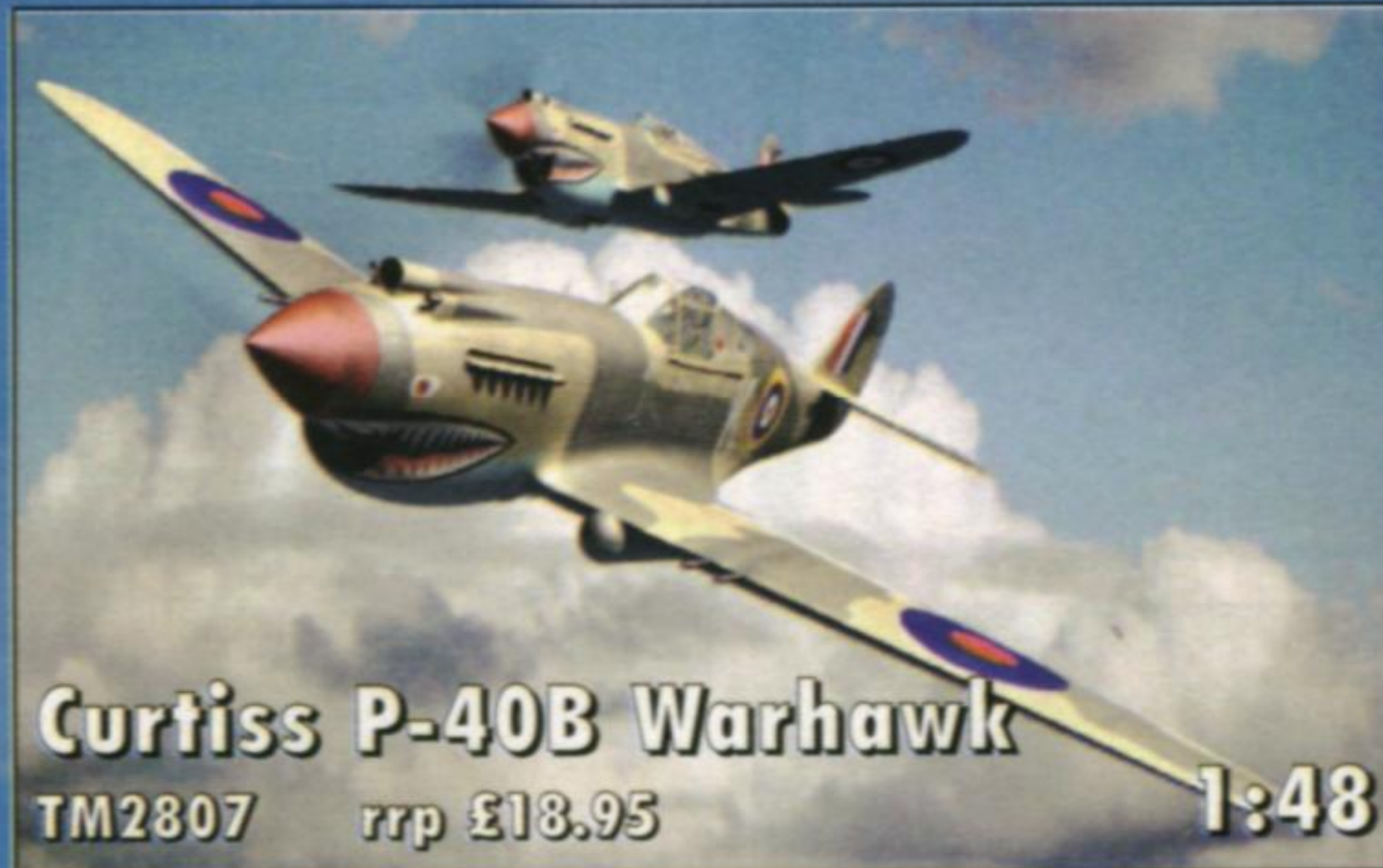
P-38L-5-LO Lightning
TM2227 rrp £67.95

1:32



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1:48



Tu-142MR Bear J
TM1609 rrp £64.95

1:72



Westland Wyvern S.4
TM01619 rrp £12.95

1:72



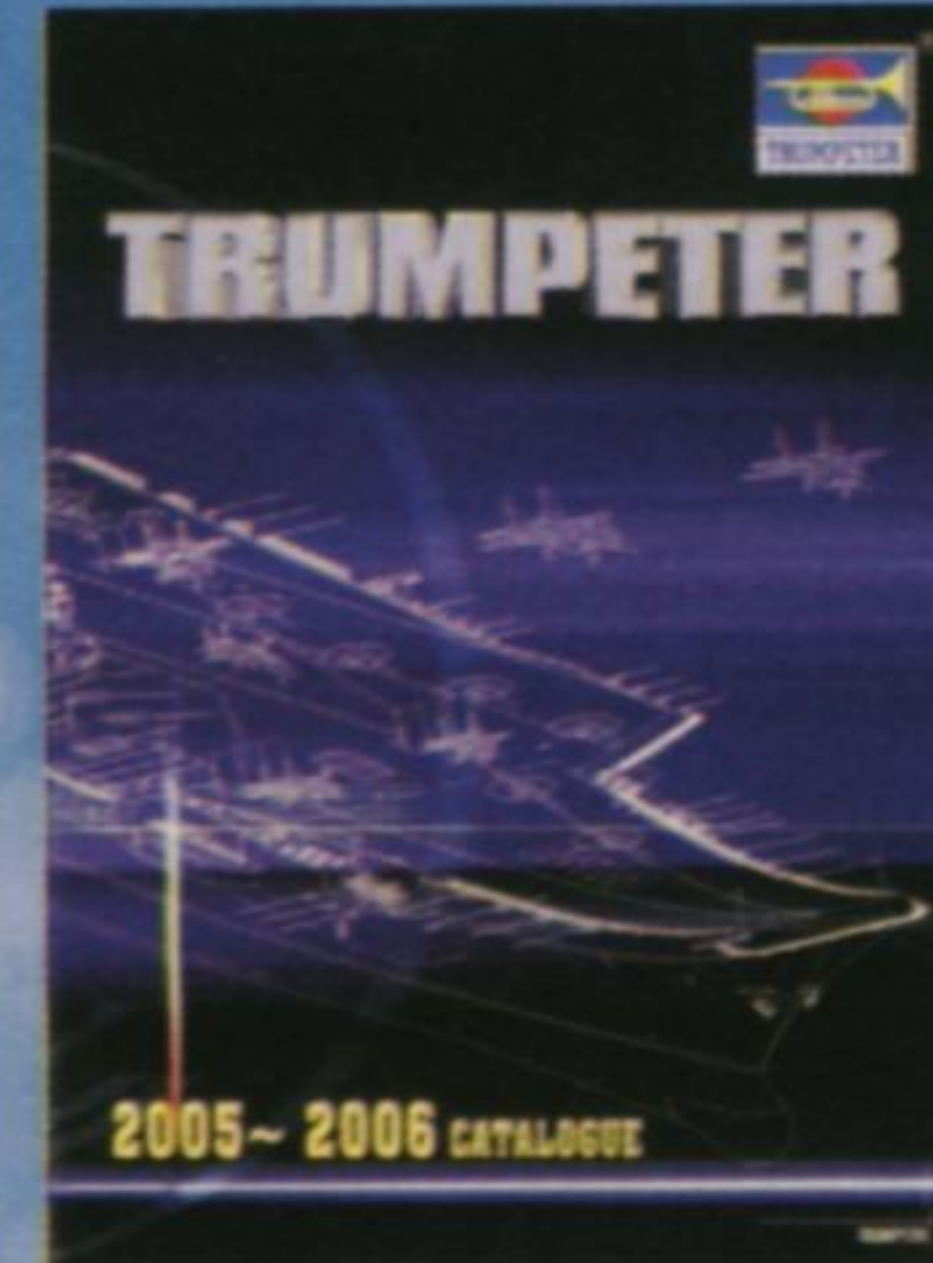
F-86-F-30 Sabre
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Olimp have released a number of very interesting kits recently. To recap, these have included the Douglas XBTD-2 Destroyer (#7211/£23.99), BTD-1 Destroyer (#7210/£23.99),



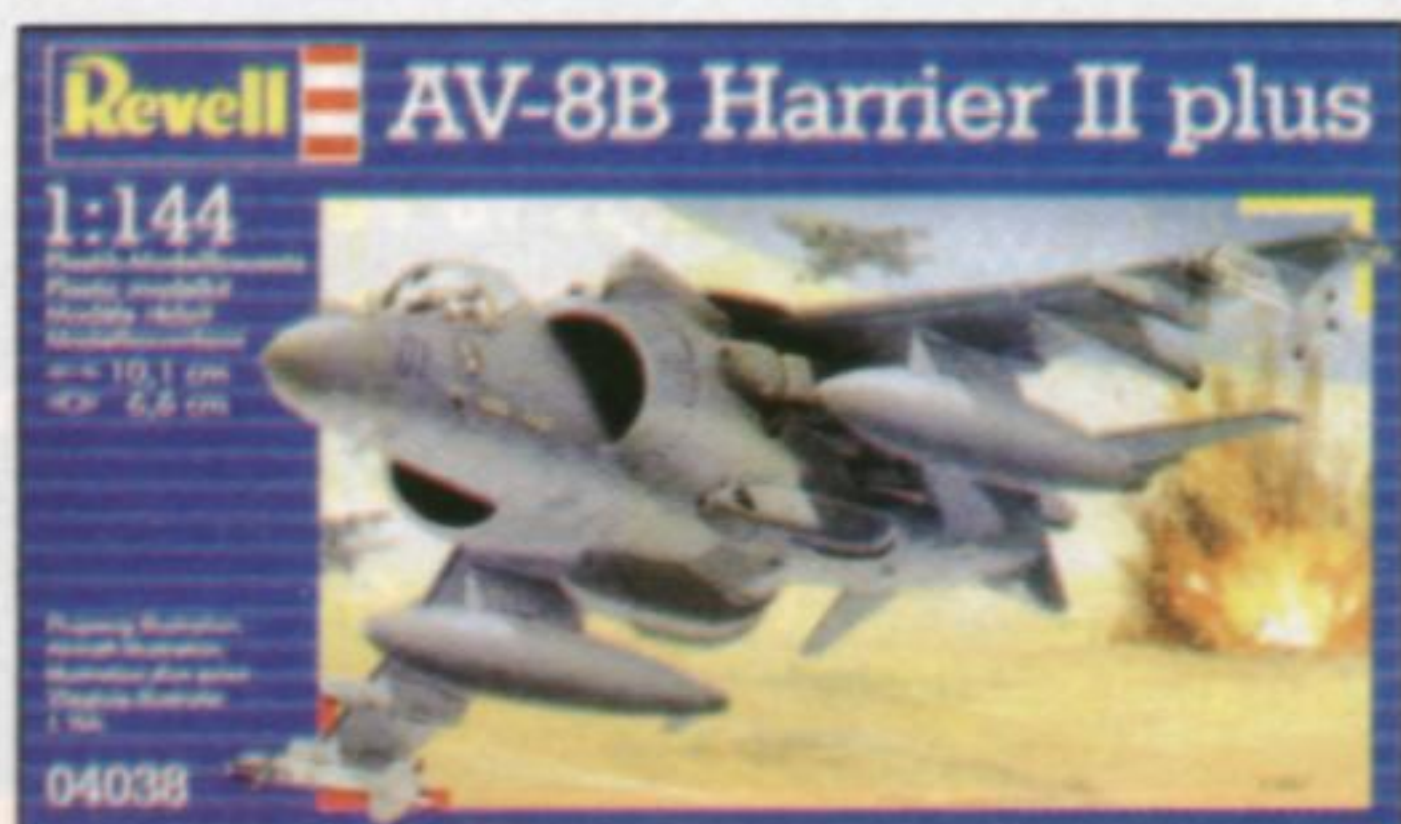
Blohm und Voss HA 137-V5 (#7212/£22.20), XP-58 Gunner Prototype (#7218/£33.99) and XP-59 Chain Lightning (#7217/£33.99). All kits are 1/72 resin, and can be obtained in the UK via Hannants.



Apparently the 1/48 Skypirate announced in the last issue will in fact be 1/72. And rightly so too. Look out in 1/48, though, for their Seafire Mk 45. (#13448)



All these years we thought the Cold War had ended, and it turns out we were mistaken, as the Russians are still developing weapons systems to counteract the latest Western technology. Or something like that. The MiG-1.44 (#4369) is an unarmed technology platform for Russia's F-22 counterpart. It looks like a Eurofighter and if it takes as long to enter service then we need have no fear for the outcome of Cold War II, as the Reds will be fighting it with 1980s technology. This is the aircraft we have all been overlooking in Revell's planned releases list, as we keep reading it as MiG 1/144. Well it's not. It's 1/72 and is in the shops now priced £7.99.



The 1/144 arrival in recent weeks has, of course, been the AV-8B Harrier II Plus (#04038/£2.99).

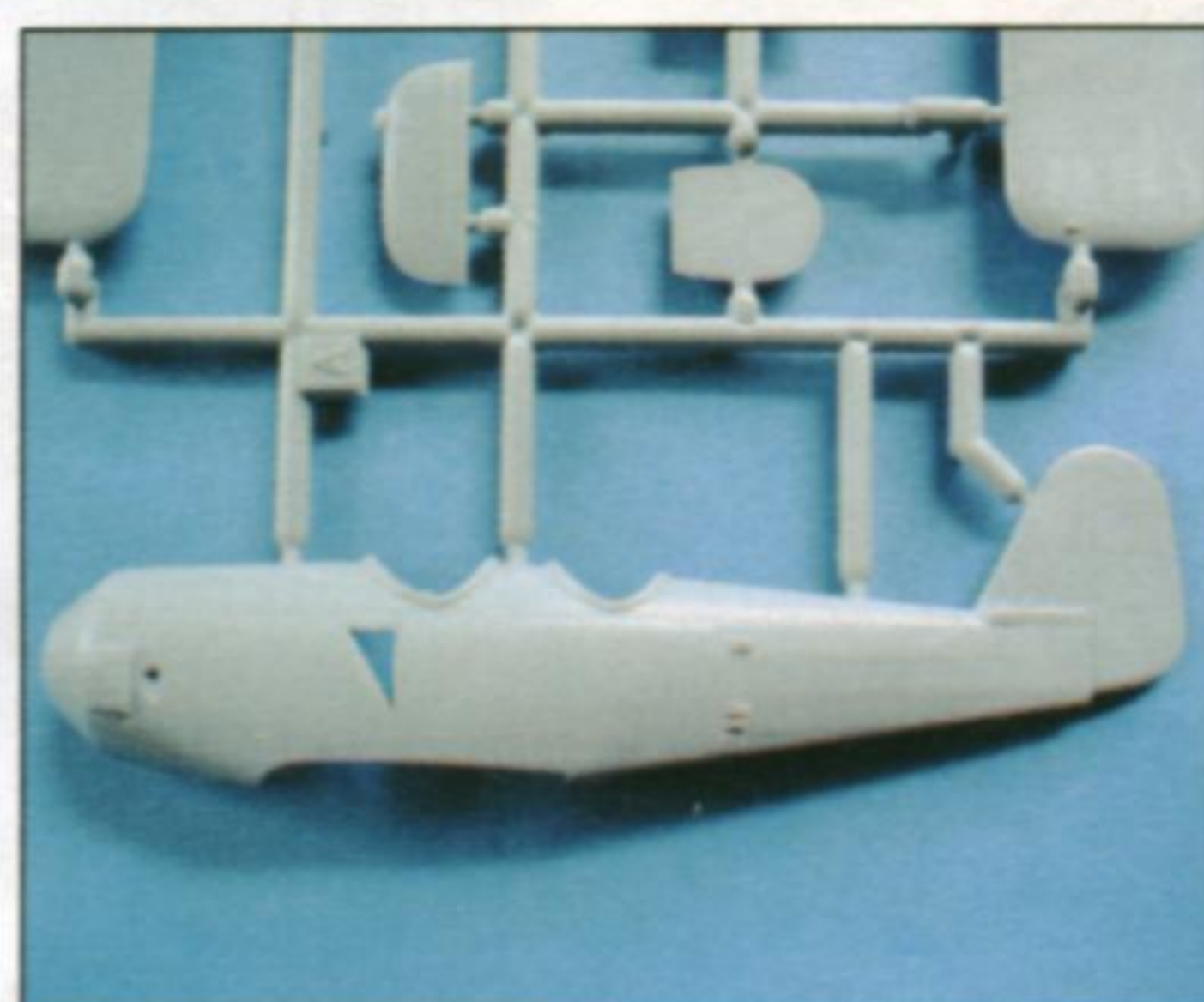


Of course if you have a more conservative taste in Russian hardware you will

prefer the 1/48 MiG-15bis Fagot (#04573) which Revell have announced for August, but which no one seems to have seen yet. Five options are included with the kit – two Russian, two East German and one Czech.



By now we will all have had a chance to enjoy the new Roden 1/72 Camel 2F.1. How pleased we will all be then, to learn that more variants of the kit are scheduled for future release, including the 'Comic Fighter' (#72051) and the F.1 (#72040). That Zeppelin Staaken R.VI (#72055) should be here soon too. Give thanks...



Following a number of letters from readers eager to find out more about Special Hobby's Koolhoven FK 51 release, we are pleased to be able to show a couple of shots of the sprues. The kit is excellent and, contrary to the impression given in these news pages, the type is widely appreciated and long awaited by modellers.



It's not often we are able to announce new winged releases from Tamiya, so unless Sorge has been cruelly misled – now who would do a thing like that – we can look forward later in the year to a 1/48 Fw 190A-8/R-2. No price is available as yet, but apparently one feature of the kit will be special thick printed decal type markings to replicate the additional armour plate.

Other items rumoured are a 1/48 P-47M, which will allow modellers to replicate any version of the bubbletop, as it will feature three different dorsal fins, and be finishable without. Also included will be optional cockpit



floors and instrument panels.

If P-51s are more your thing, and if you are happier modelling in the traditional scale, then Tamiya's now unavailable 1/48 kit is to be scaled down to 1/72.

On the subject of 1/48, by the way, the latest addition to Tamiya's range of Vehicles in this scale is a beautiful little Citroen 11CV Staff Car (#17/£9.99).



This features markings for either a French Army vehicle, a civilian version, or one in Wehrmacht markings, which is illustrated on the box top next to a Henschel 123, as if to suggest that we aircraft modellers



really can buy it and build it without fear of ostracism by our fellows.

It's a delightful little kit, and Czech accessories manufacturer Hauler has already issued a brass set to accompany it. This is available in the UK from Lou Stener Armour at a price of £6. For more details of the range – which is admittedly of only occasional interest to aircraft modellers – check out www.armour-models.co.uk There isn't a wing in sight, but there are a number of interesting 1/48 accessories which diorama builders will find attractive.



Did we mention, by the way, that the astounding range of 1/144 fighters from Sweet now includes Zeroes? Latest arrival has been the A6M2b. As usual there are two kits in each box, and they are exquisitely moulded.



What do you get if you put a Wyvern, an F/A-18 Hornet and Thunderbird 1

into a blender (apart from a letter from Jeff Tracey's solicitors)? The answer is something not unlike the Lockheed XFV-1, which is Valom's latest release (#72007/£14.99), although their model is no doubt the result of sophisticated research rather than the kind of ridiculous aviation vivisection mooted above.

Welsh Models



Veteran vacformers Welsh have topped up their range of late. New arrivals by the end of August included in 1/72 a Boeing 737/500 'Lufthansa' (#7214/£65.65) and a Canadair CRJ200 'Delta Connection/Coma' (#7210/£47.50). In 1/144 the company released the same CRJ200 (#127/£21.25), a Britannia 312 (#139/£17.25), a Britannia 102 (£17.25) and a Britannia 318 (#118/£17.25).

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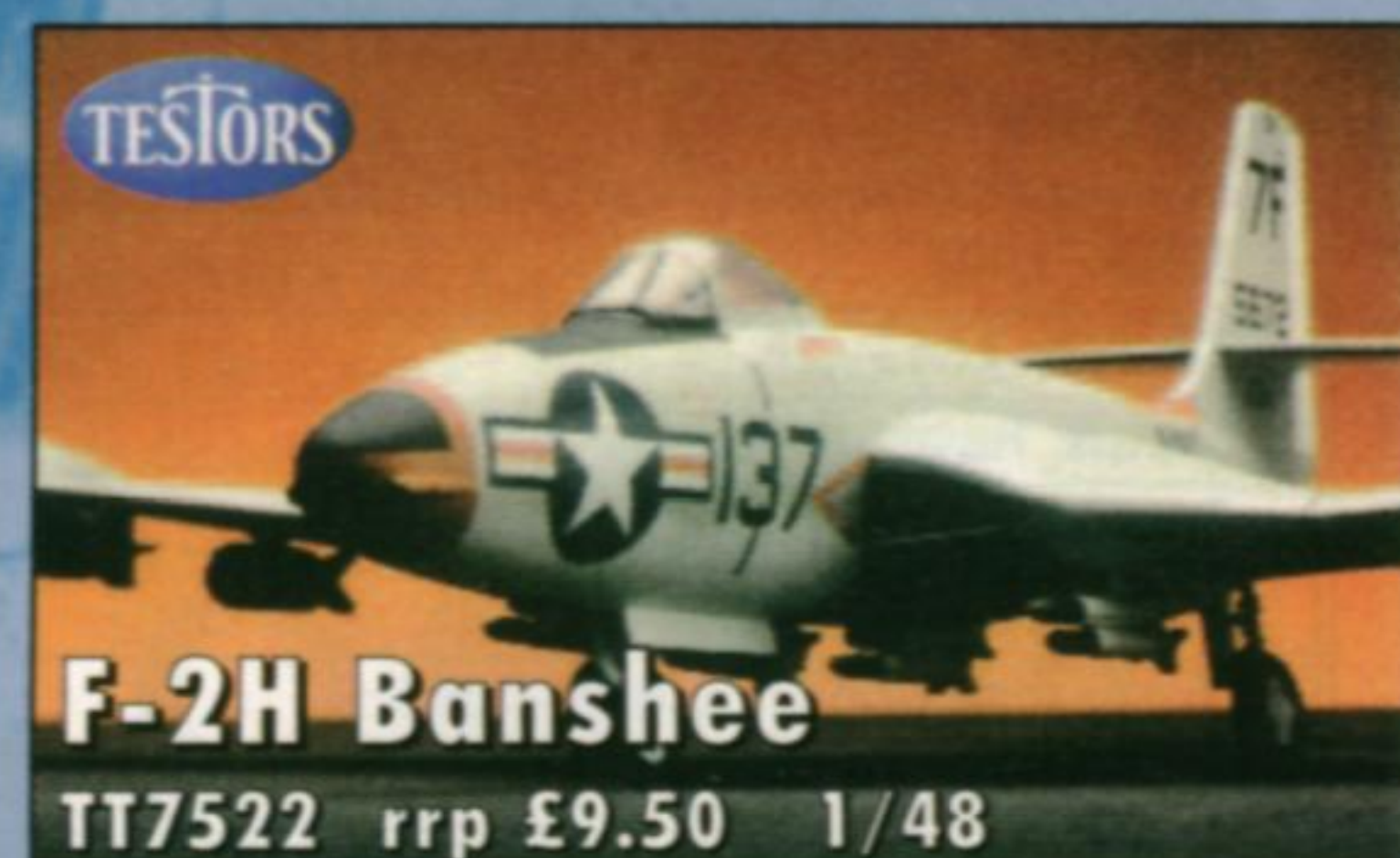
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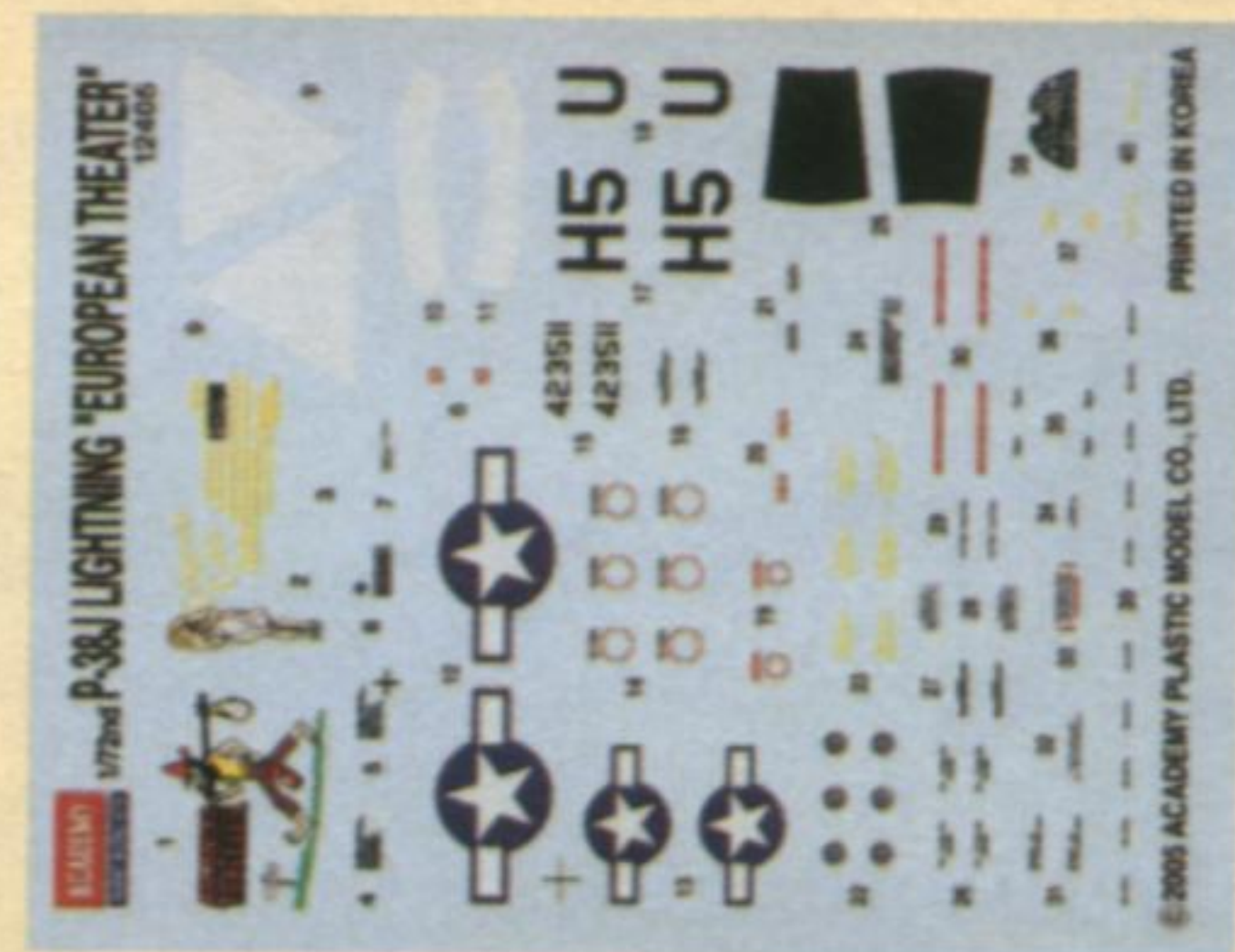
Note: All items are mainstream (unlimited) production unless otherwise stated – Ed

Forked Lightning

It's always a pleasure to open an Academy kit. The crisp recessed panel lines and tidy flash-free mouldings always invite an immediate start and this present offering is no exception. Familiar to many from its previous issue in Pacific Theatre markings, this kit features decals for two options fighting in Europe in the latter years of the war. Options are 42-67916 *California Cutie*, flown by Lt. Richard O. Loehnert, 55th FS/20th FG in June 1944 and 44-23511 *Arkansas Traveller*, flown by Lt. Owen Fincher of the 392nd FS/367th FG in 1945. The former is in Olive Drab over Neutral Gray, with a bare lady, while the latter is in overall bare metal and

P-38J Lightning 'European Theater'

Scale: 1/72
Kit No: 12405 Status: Revised Tooling
Panel Lines: Recessed Price: £10.99
Type: Injection Moulded Plastic
Parts: Plastic 109 Clear 13
Decal Options: 3
Manufacturer: Academy
UK Importer: Toyway



has less promiscuous noseart.

The kit features a detailed cockpit and optional underwing stores. A choice of transparent parts allow you to model the canopy open or closed.

GH



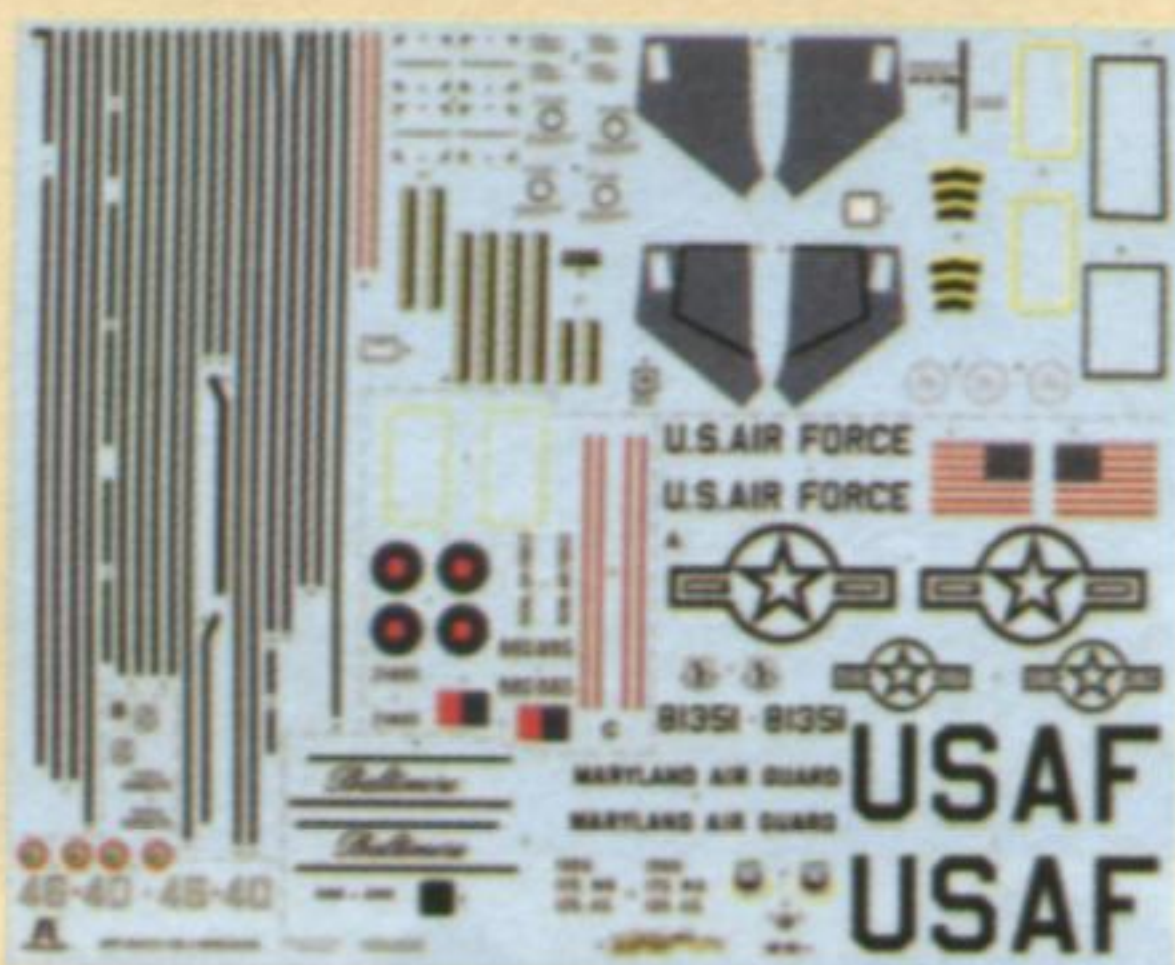
Lockheed U-2A/C/D

Scale: 1/72
Kit No: 04028
Status: Reissue
Panel Lines: Raised
Price: £9.99
Type: Injection Moulded Plastic
Parts: Plastic 50, Clear 2
Decal Options: 3
Manufacturer: Airfix



C-130J Hercules II

Scale: 1/48
Kit No: 2643
Status: Revised Tooling
Panel Lines: Raised
Price: £38.99
Type: Injection Moulded Plastic
Parts: Plastic 121 Clear 19
Decal Options: 3
Manufacturer: Italeri
UK Importer: The Hobby Company



CANBERRA B2 10,73 and 109 SQN RAF

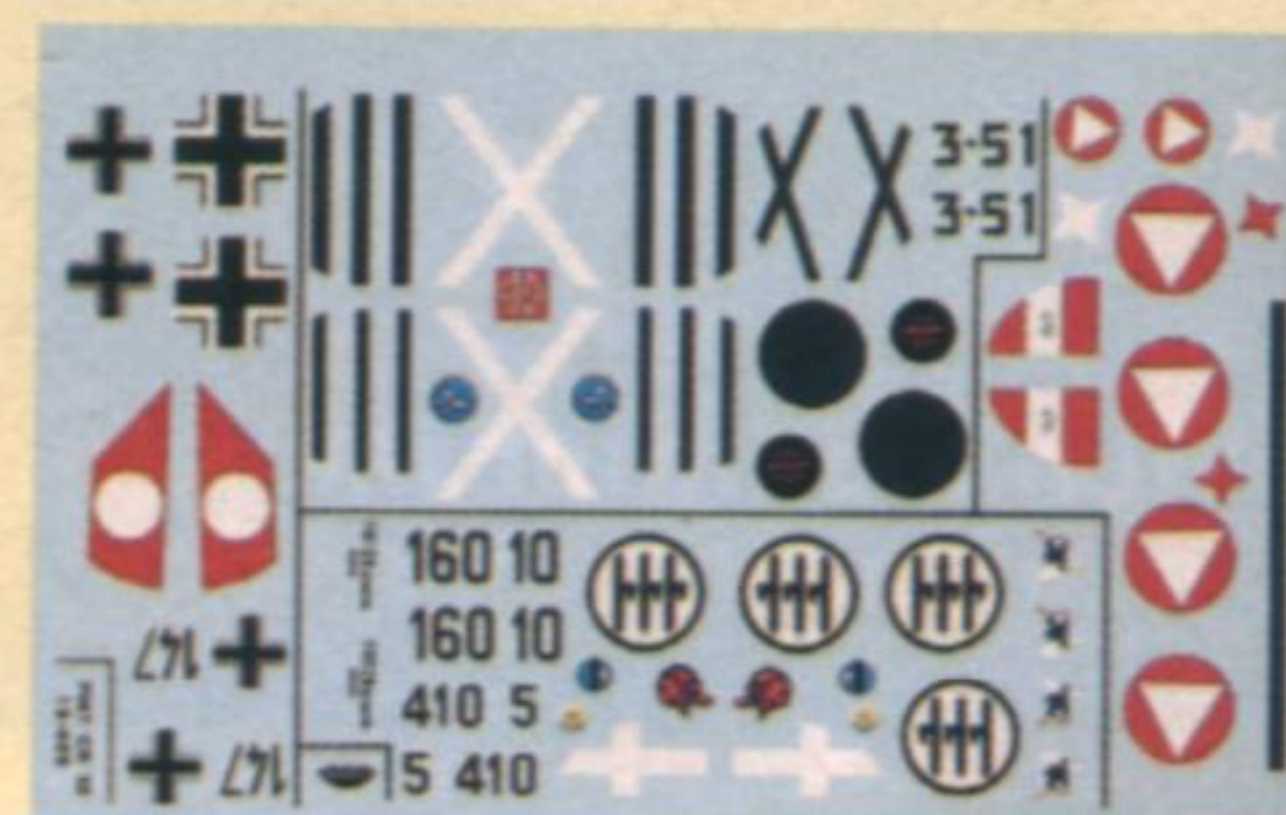
Canberra B.2 RAF and Export

Scale: 1/72
Kit No: 7259
Status: Revised Tooling
Panel Lines: Recessed
Price: £30
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 16 Resin 25 Etched 4 Vacform Clear 4
Decal Options: 3
Manufacturer: High Planes
UK Importer: Hannants



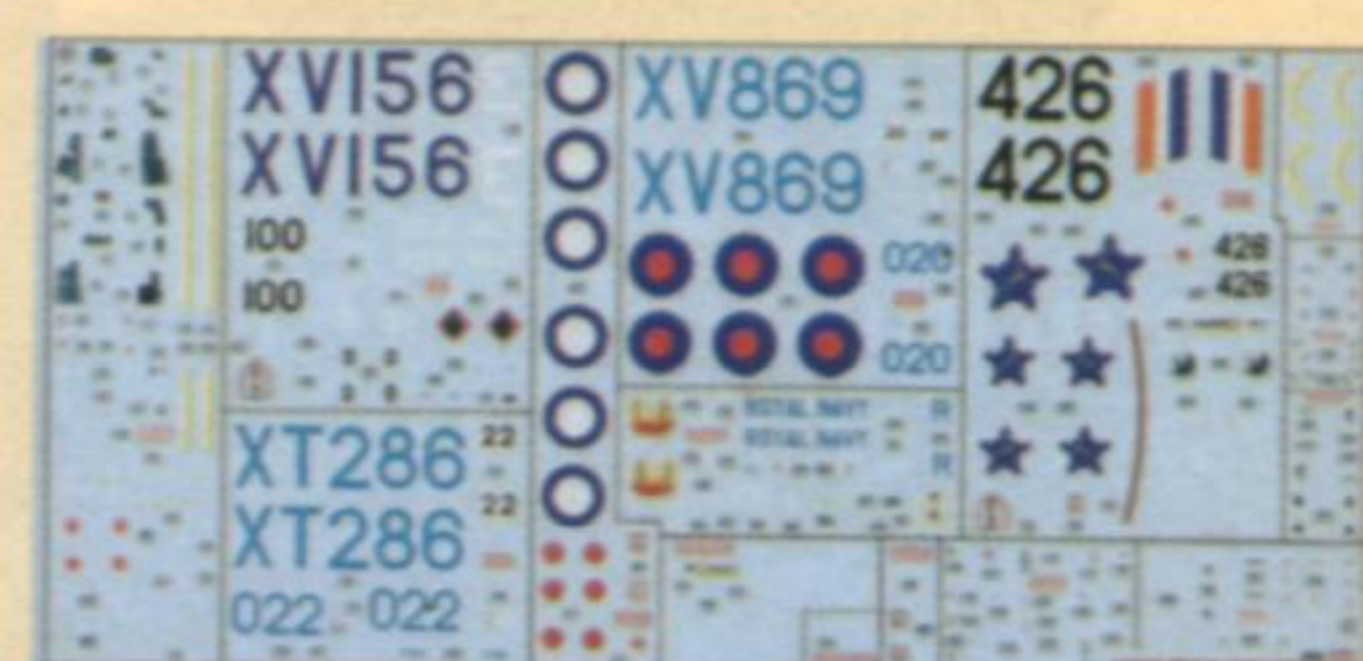
Fiat CR.32

Scale: 1/72
Kit No: 10-009
Status: Reissue
Panel Lines: Raised
Price: £5.90
Type: Injection Moulded Plastic
Parts: Plastic 52, Clear 3 (including stand)
Decal Options: 3
Manufacturer: Super Model from Italeri
UK Importer: The Hobby Company



Buccaneer S.2/2C/2D/S.50

Scale: 1/48
Kit No: 09180
Status: Reissue
Panel Lines: Recessed
Price: £24.99
Type: Injection Moulded Plastic
Parts: Plastic 144, Clear 6
Decal Options: 5
Manufacturer: Airfix



Saab S-29/J-29 Tunnan

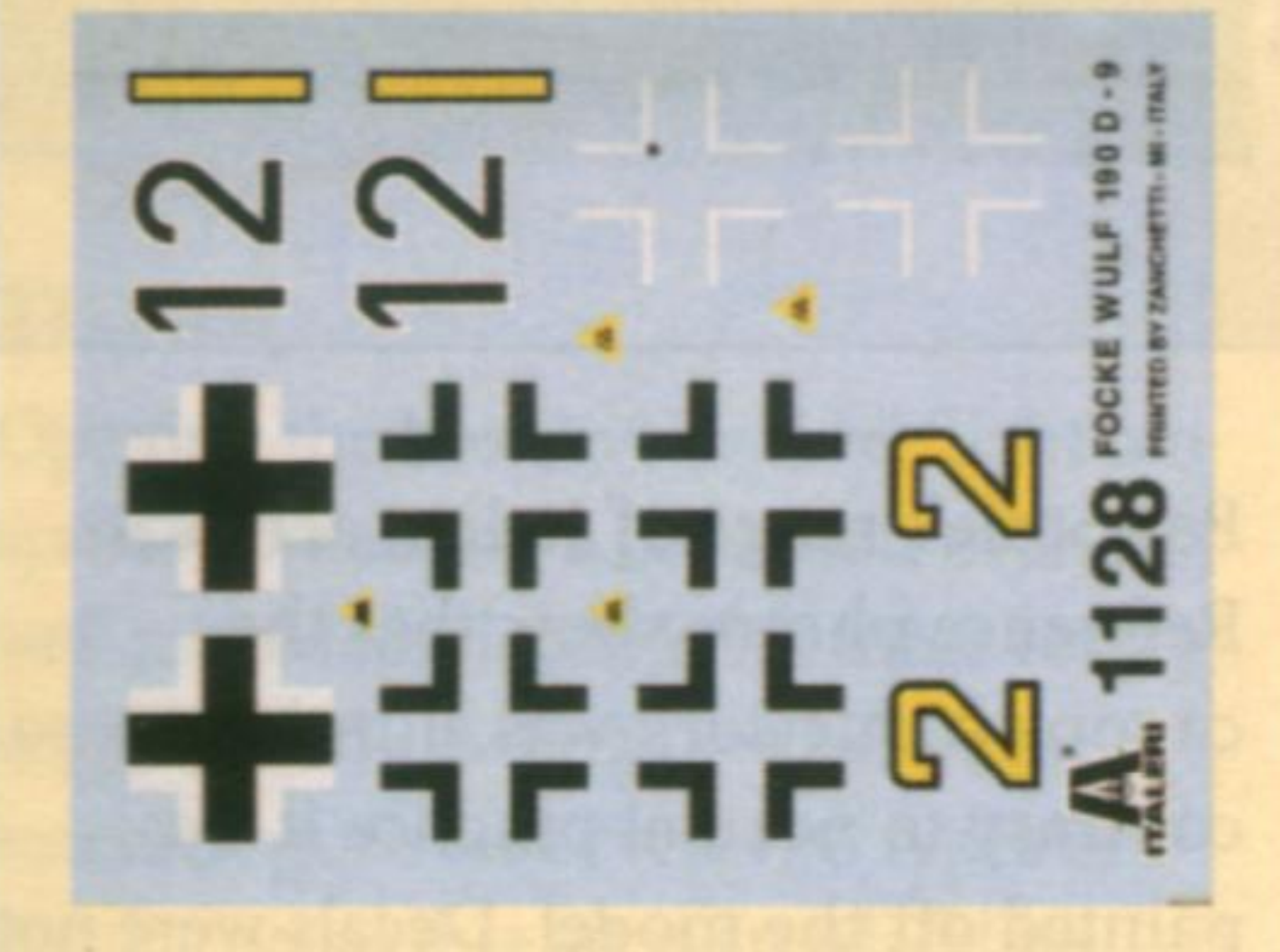
Scale: 1/72
Kit No: 03065 Status: Reissue
Panel Lines: Raised
Price: £6.99

Type: Injection Moulded Plastic
Parts: Plastic 33, Clear 5
Decal Options: 2
Manufacturer: Airfix





Focke-Wulf Fw 190D-9
 Scale: 1/72
 Kit No: 1128
 Status: Reissue
 Panel Lines: Raised
 Price: £4.25
 Type: Injection Moulded Plastic
 Parts: Plastic 52, Clear 3
 Decal Options: 2
 Manufacturer: Italeri
 UK Importer: The Hobby Company



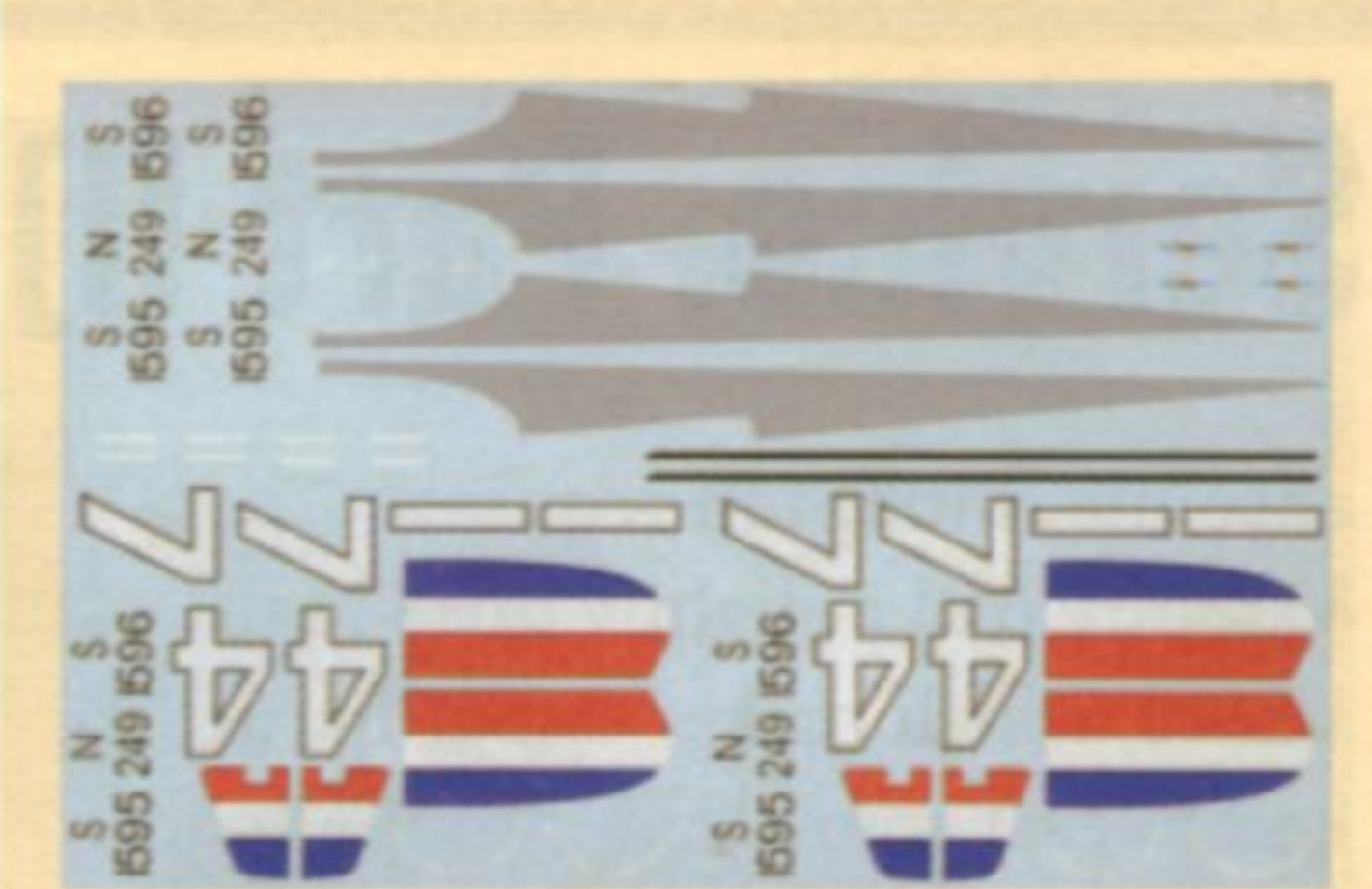
Polikarpov U-2 VVS
 Scale: 1/48
 Kit No: 1112
 Status: Limited Edition
 Panel Lines: Recessed
 Price: £19.99
 Type: Injection Moulded Plastic
 Parts: Plastic 98, Etched 84
 Decal Options: 6 Express masks included
 Manufacturer: Eduard
 UK Importer: Hannants



Albatross D.V (Jasta V)
 Scale: 1/48
 Kit No: 1111
 Status: Limited Edition
 Panel Lines: Engraved
 Price: £19.99
 Type: Injection Moulded Plastic
 Parts: Plastic 60, Etched 70
 Decal Options: 4 Express masks included
 Manufacturer: Eduard
 UK Importer: Hannants



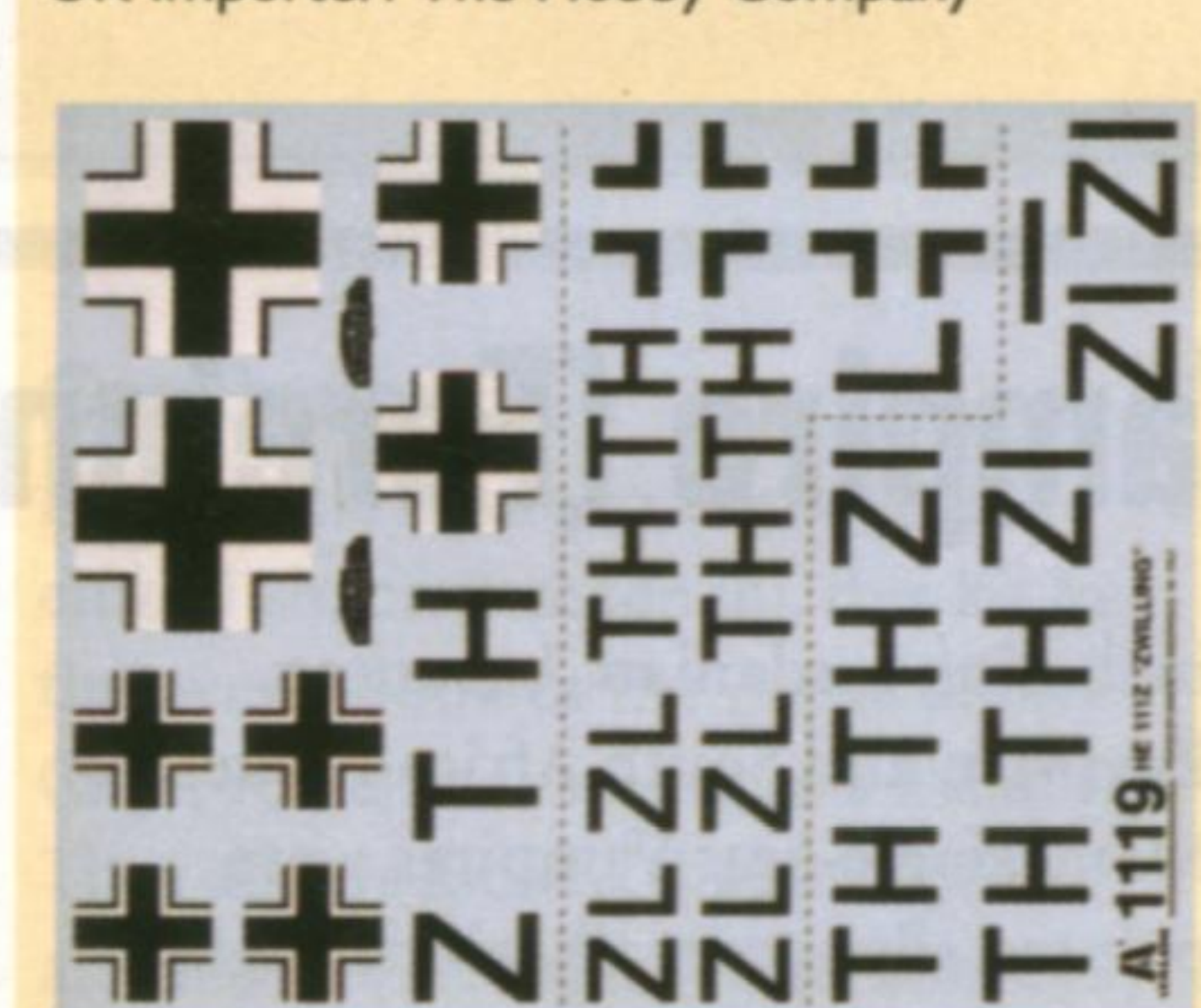
Supermarine S.6B
 Scale: 1/32
 Kit No: 32001
 Status: New Tooling
 Panel Lines: Recessed
 Price: £140
 Type: Resin
 Parts: Resin 20, Metal 32, Etched 82
 Decal Options: 3
 Manufacturer: Aerotech



Ilyushin IL-2 Stormovik
 Scale: 1/72
 Kit No: 7279
 Status: Revised Tooling
 Panel Lines: Recessed
 Price: £5.99
 Type: Injection Moulded Plastic
 Parts: Plastic 54, Clear 3
 Decal Options: 2
 Manufacturer: Zvezda
 UK Importer: The Hobby Company



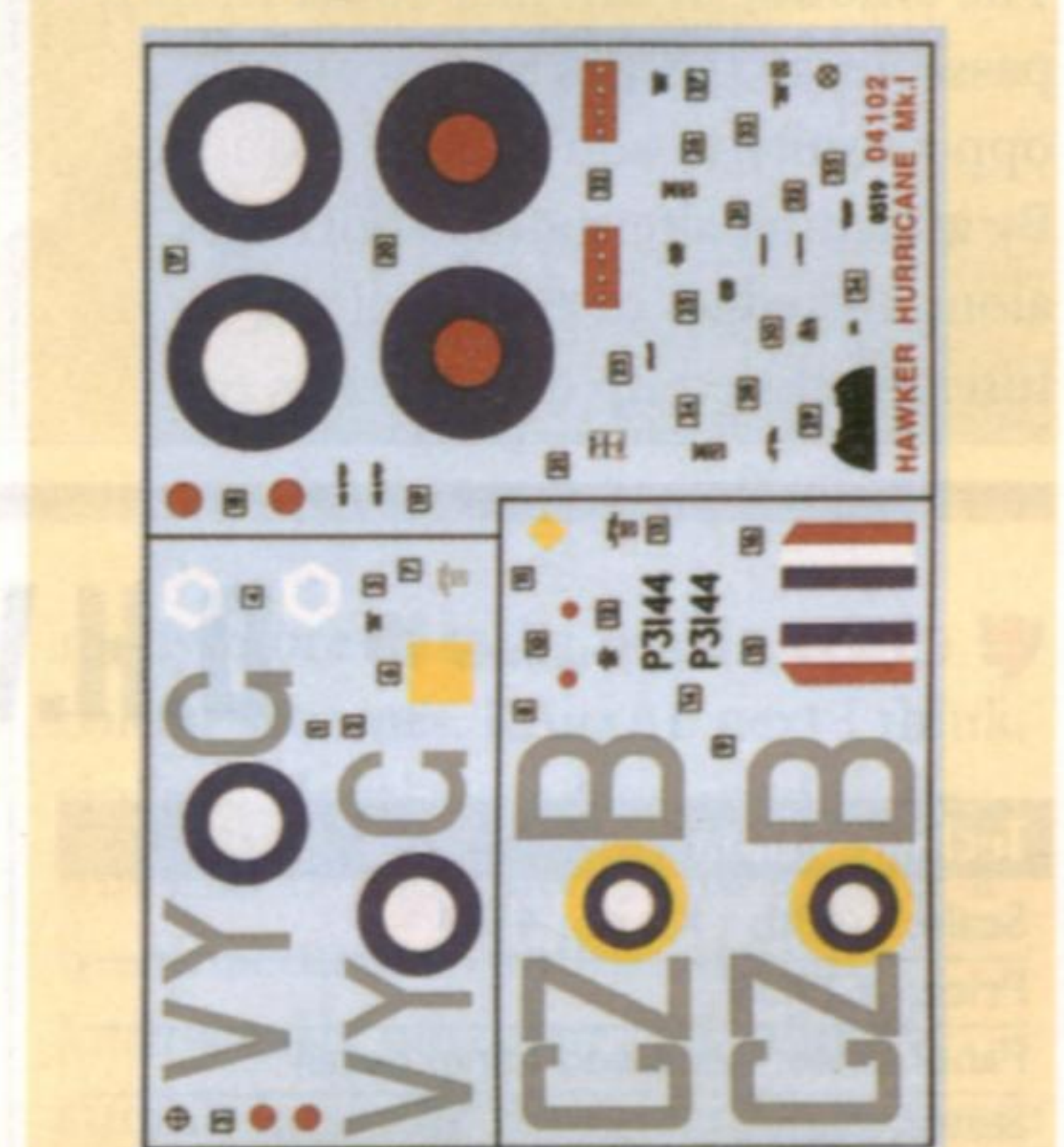
Heinkel He III Z-1 Zwilling
 Scale: 1/72
 Kit No: 1119
 Status: Reissue
 Panel Lines: Raised
 Price: £22.99
 Type: Injection Moulded Plastic
 Parts: Plastic 153, Clear 44
 Decal Options: 1
 Manufacturer: Italeri
 UK Importer: The Hobby Company



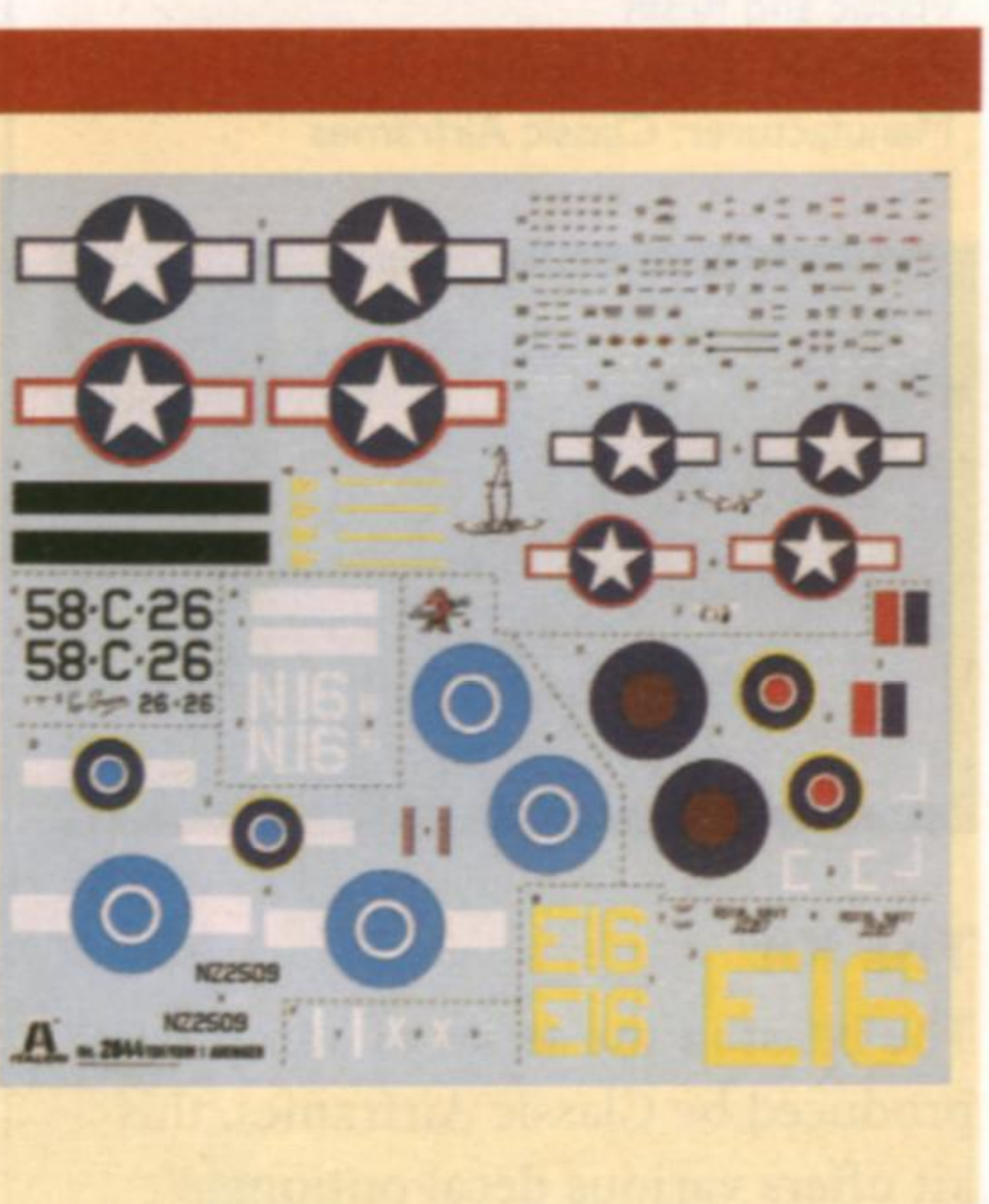
Blohm und Voss Bv 138
 Scale: 1/72
 Kit No: 10017
 Status: Reissue
 Panel Lines: Raised
 Price: £19.99
 Type: Injection Moulded Plastic
 Parts: Plastic 128, Clear 15
 Decal Options: 2
 Manufacturer: Super Model from Italeri
 UK Importer: The Hobby Company



Hawker Hurricane Mk I
 Scale: 1/48
 Kit No: 04102
 Status: Reissue
 Panel Lines: Raised
 Price: £9.99
 Type: Injection Moulded Plastic
 Parts: Plastic 54, Clear 1
 Decal Options: 2
 Manufacturer: Airfix



TBF/TBM 1 Avenger
 Scale: 1/48
 Kit No: 2644
 Status: Reissue
 Origin: Accurate Miniatures
 Panel Lines: Recessed
 Price: £138.99
 Type: Injection Moulded Plastic
 Parts: Plastic 102 Clear 23
 Decal Options: 6
 Manufacturer: Italeri
 UK Importer: The Hobby Company



Reviews



Cant Z.1007 Asso

Technical Data

Scale: 1/72
Kit No: MS-97
Price: £TBA
Panel Lines: Recessed
Status: New Tooling
Type: Vacform
Parts: Vacform 31, Vacform Clear 3,
Injection Moulded Plastic 48
Decal Options: 1
Manufacturer: Broplan
UK Importer: For more details contact
Aeroclub



The Kit

This is an enterprising choice from a company who have given us all kinds of esoteric aircraft in the past. I would hazard a guess that Broplan have used the Ali d'Italia Z.1007 book as a reference, as it does follow the plans to quite a degree. One feature of this aircraft is the lack of complex panel lines due to its wooden construction.

Construction

The amount of internal detail is only passable, so there is plenty of opportunity to add extra if required. By attaching alternating short tabs along the edges of each half the fuselage closed up quite neatly, the

join treated with Mr Surfacer 500 to get it nice and smooth. The mainspar is passed through the fuselage and the wings attached. Milliput was used to create the fillet detail missed by Broplan.

The vacform engine cowlings were much too small in diameter. As there were bulges on top of these parts, I added a 4 mm section to the base of the nose engine's cowl and 3 mm sections to the wing engines' cowl, enabling a reasonably good fit to be achieved around the injection moulded front radiator parts. However, the single exhaust outlet stubs on the cowl do not line up with those on the nacelles. The only solution would be to remove them and scratchbuild new detail. One detail missed by Broplan is what are



assumed to be fuel vents on the top wings, located just inside the wing fascies.

Colour options

Most Asso-engined Z.1007s had the early style three-colour banded scheme, which had quite a soft demarcation line. I used colours from

PolyScale's range of Italian acrylics. Reference photos show that the canopy framework was aluminium, so contrary to normal practice it was painted off the model. Decals were not too good and needed a further coat of varnish to avoid them breaking up when dipped in water. I mostly resorted to spares, using just the code letters from the kit sheet. The Z.1007 and fasces symbols were illegible so were not used, despite my having no spares to hand.

Conclusion

Although there were a few problems along the way, I still found this an enjoyable model to put together. In fact, given the shortcomings of the elderly Supermodel Z.1007 kits, this Broplan offering can be considered the most accurate Z.1007 in 1/72 scale. Recommended to all vacform modellers.

Chris Busbridge



D.H.Vampire (Foreign Service, Part II)

Technical Data

Scale: 1/48th Kit no: 4104
Price: £29.99
Panel Lines: Recessed Panel detail
Status: New
Type: Limited Run Injection Moulded Plastic and Resin
Parts: 59 Decal Options: 4
Manufacturer: Classic Airframes



The Kit

The latest in the series of Vampires produced by Classic Airframes, this kit offers various decal options,

including Jordanian, Lebanese, Egyptian and South African schemes. Many single-seat Vampires were painted silver overall, which slightly limits the colour scope and adds a challenge, requiring a good model surface finish.

The kit is a mixture of limited run injection moulded parts and resin detail parts, which make up into a fine representation of this attractive little aircraft. The resin detail work, especially in the cockpit, is superb. The plastic parts have fine panel lines engraved on them, though since the plastic used is fairly soft some care is needed to avoid loss of detail.

Construction

The most difficult part of the whole build was trying to find room for the 29 grams of ballast weight, the

absolute minimum required. The Vampire had a slightly nose-high stance, which makes things harder. I had to cast some lead into the space above the nosewheel and pack around and behind the cockpit moulding. In desperation, at one stage I was

tempted to replace the lower nose resin moulding and undercarriage leg with white metal to get more weight, but the resin detail provided is too fine to lose.

A minor alteration I did make was in the main undercarriage. On the



Sopwith 2F.1 Camel

Technical Data

Scale: 1/72
Kit No: 044
Status: New Tooling
Panel Lines: Recessed Price: £7.50
Type: Injection Moulded Plastic
Parts: Plastic 48
Decal Options: 4
Manufacturer: Roden
UK Importer: Pocketbond



The Kit

Opening the box reveals three light tan sprues containing a collection of sharp, well moulded pieces. With three rotary engines, two cowlings, two Vickers machine guns and even two types of rudder pedal this kit is an Aladdin's cave of useful spare bits and bobs.

If you've ever made a Toko or Roden kit then you will know what to expect from the instruction. They are clear, precise and well thought out. I was particularly impressed with the rigging guide which is about the clearest I have ever come across on a set of instructions. The paint references describe colours by name and quote Humbrol paint numbers, although I would question the logic of suggesting Humbrol 108 when to my knowledge the colour in question has been unavailable for many years.

Construction

The cockpit is made of no fewer than nine separate pieces which when put together provide a reasonably good representation of the real thing. The only slight disappointment in this area is the bucket seat which is of standard Roden

stock and bears no resemblance whatsoever to the original. The fuselage is split in four separate parts to allow for different variants. The face of the Bentley cowl has been curiously depicted as having two large vent holes on the port side. Unable to find any photographic evidence to confirm these vent holes I decided to fill them in. The tailplane is too square in shape when compared to photographs, a problem which is easily rectified by a little reshaping. The interplane struts were significantly short leaving no other option than replacement, which was a shame as the detail on the strut with the pitot tube was superb. All the remaining parts are remarkably well engineered and fit together with impressive precision.

Colour options

The four options on offer are N6602 from HMS *furios*, N6603 from HMS Pegasus, N7120 from HMS *Queen Elizabeth* and N7149 'Swillington' from Turnhouse naval school. I chose N7149 as I have had a hankering to model a



presentation aircraft for quite a while. The decals are on the whole very good with the exception of the red, white and blue rudder and elevator markings which are slightly too wide, resulting in the red band being significantly thinner when correctly positioned.

Conclusion

This may not be quite the 'shake and bake' kit that had been hoped for, but

with replacement interplane struts and slight alterations to the cowl and tailplane, it builds in to a superb little model that would be a worthy addition to any WW1 collection. With more kits to follow (including the F.1), fans of Tom Sopwith's most famous fighter are likely to be very busy for quite some time to come.

Dave Hooper



Vampire little can be seen of the main undercarriage legs. One prominent feature near the top of the leg is the retraction scissor, facing outward on each wing. I took the opportunity to mould replacement legs in white metal, for strength and to allow reworking of the leg detail. Part of the kit's charm is the way it encourages

further detailing and improvement. The intakes, which Classic have already changed from an earlier release, have some subtle curves which the kit hasn't quite captured. Some expert opinion suggests that the fuselage moulding is slightly short, and for the perfectionist, an alternative fuselage moulding is available.

Conclusion

Despite the desire to improve and embellish, once made up, this kit had the overall look of the 'Aerial Kiddy Car' I remember seeing as a child. They always looked slightly delicate and toylike, and this model conveys that superbly well. For me, the finished kit looked the part, and the best compliment I can give is that while building I was debating how

many more to make, and in what colour schemes. RAuxAF next I think, since my local Squadron used to fly this mark. How delightful to find a manufacturer so enthusiastically kitting early post-war UK military aircraft kits. Mr Bringuier, please keep up the good work.

John Bisset



Technical Data

Scale: 1/72nd
Kit No: 1615
Price: £10.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Decal Options: 3
Manufacturer: Academy Plastic Model Co., Ltd
UK Importer: Toyway



Magics, probably for a future release of the kit in French colours.

Construction

I prepared and pre-painted all the sub-assemblies that go to make up the slender fuselage, hitting a slight problem with the main undercarriage bay. A dry run is crucial because if this assembly is not square the other fuselage half will not fit properly. Once the fuselage is done the undercarriage can be prepared and added, as can the airbrake that can be positioned open or closed. This leaves just the smaller parts such as tailpipe and arrestor hook to be fitted. I primed, checked over for blemishes then sprayed a coat of appliance white

before masking to take the Light Gull Gray (FS36440) uppersurfaces. Leave the fuselage-mounted missile launchers until after the decaling stage, as these will obviously be in the way! I just had to use the Zuni launchers, as to my knowledge this is the first time these have appeared in this scale, and they made a welcome change from the more common Sidewinders.

Colour Options

Two, both US Marine Corps aircraft in standard Light Gull Gray and white: BuNo150852 of VMF(AW)-333 *The Fighting Shamrocks* at MCAS Yuma, Arizona around March 1967; and BuNo150329 of VMF(AW)-232 at NAS

North Island, California in November 1967. I opted for this second aircraft and spent the best part of an evening applying the many stencils and main decals before giving the model a final coat of Aircraft Colors' acrylic semi-gloss to seal them in. The decal sheet itself is very well produced with all items in good register.

Conclusion

With all that exquisite detail and the particularly good fit of parts (check out the canopy fit!) what more could one want? Highly recommended to all experienced modellers and navy jet fans. And when the French version appears you can enjoy building it encore!

Paul Janicki



MiG-21bis

Technical Data

Scale: 1/72
Kit No: 72181
Status: Revised Tooling
Panel Lines: Recessed Price: £8.50
Type: Injection Moulded Plastic
Parts: Plastic 45, Clear 4
Decal Options: 2
Manufacturer: ICM
UK Importer: Hannants



of the single-seater. It's not a huge problem, but the numbers on the parts tree diagram don't match what you have in the box. I don't know if this was a simple mistake or whether it applies to all of the kits

Construction

You start with the four-piece cockpit. There is no real detail here, but the basic seat is not a bad representation. Before bringing the fuselage halves together I fitted the nosecone and rear face of the engine. This part is a real joke as it is plainly moulded to represent a fan, not an exhaust. When fitted it is just 2 mm inside the exhaust outlet and is quite clearly visible. Fit of all parts within the

fuselage halves is hit-and-miss, and test-fitting is a must. The canopy is a very bad fit, and for the first time in ages I had to resort to filler around the canopy to make it blend with the fuselage. With construction completed I gave the whole model, including all peripherals (gear doors, antennas) a coat of Humbrol 11 silver and hand-painted the nosecone in Humbrol 80, matt grass green.

Colour Options

As I said, the decals in my kit were useless. However, the options that were on offer were two Soviet and one Finnish aircraft. No units or base information was given for these options beyond the decade in which

they served. After application of the decals from my spares box I coated the entire model in Humbrol matt varnish to seal everything and then added the undercarriage, weapons fit and aials.

Conclusion

Well, it's not the best MiG-21 kit out there, that's for certain. The aials and plethora of lumps and bumps are vastly overscale, the cockpit and undercarriage are oversimplified, and the exhaust area is not even in the ball park. I can only recommend this kit to the most ardent of MiG enthusiasts who must have it in their collections.

Mark Chadbourne



The Kit

Inside the side-opening box you get three sprues of grey plastic, one sprue of clear, an instruction sheet and a small decal sheet. The instructions show four construction sequences, with a parts tree diagram and decal placement options. All of the main parts feature very fine recessed detail, but it is so fine that a thin coat of paint will obliterate it.

The decals in my sample were out of register by 1mm on each colour, and absolutely useless, so I had to revert to raiding my spares box. The finished model therefore does not represent any particular aeroplane, but it looks pleasing to my eye.

In the box of my sample I was supplied with the parts tree for the two-seat version of this aircraft instead

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DETAIL SETS 1/32

Heinkel He 162A

Salamander

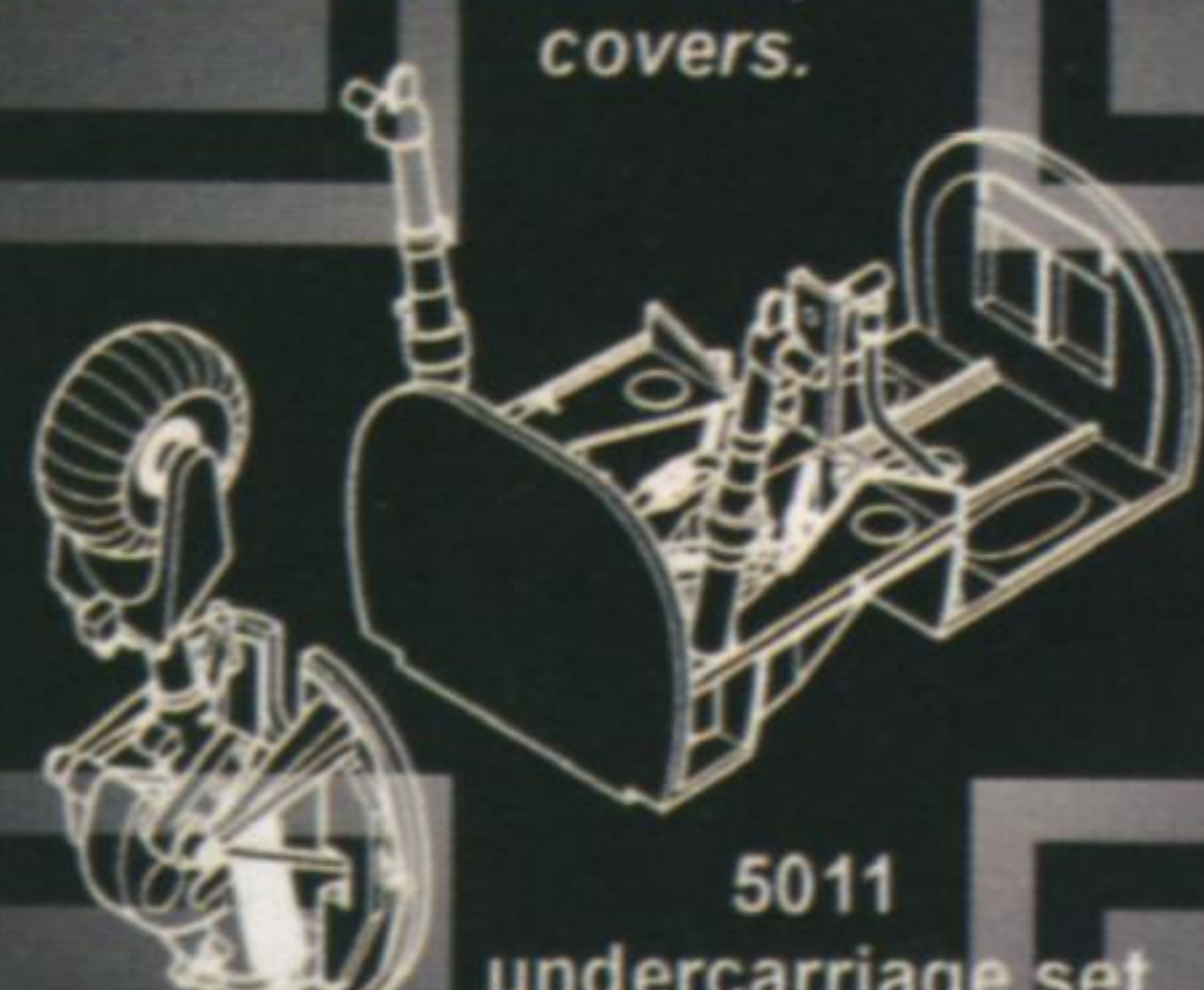
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armament set
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gun bays, two MG 151
guns, ammunition boxes,
covers.

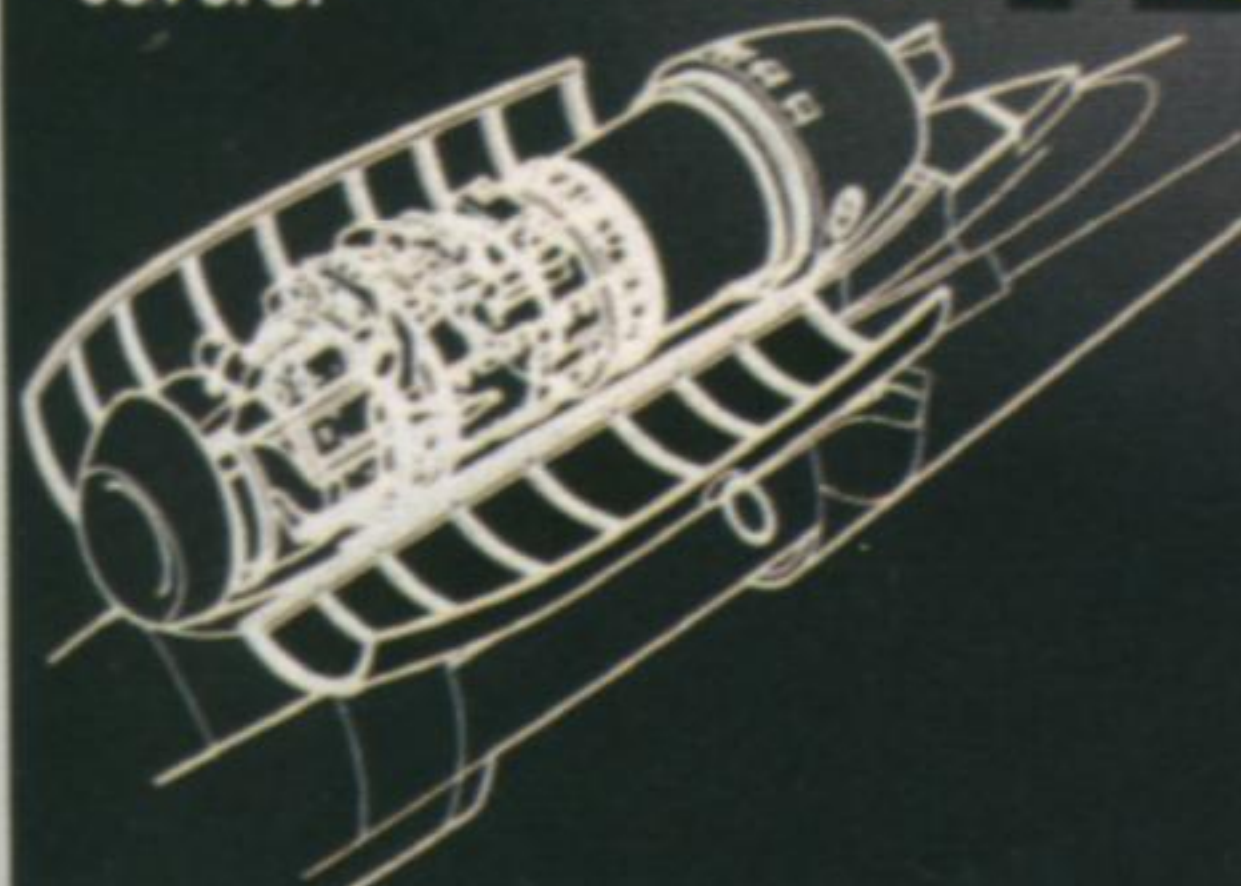


5009
interior set
Set contains
photo-etched
parts, complete
new cockpit,
new seat, new
cockpit walls, floor,
control column,
color seat belts,
color instrument
panel, vacu
formed canopy.



5011
undercarriage set
Set contains photo-etched parts,
complete new wheel bays, covers,
undercarriage accessory, nose wheel.

5013
engine set
Set contains
complete
new engine
Jumo 003,
engine bed
compartment
and
covers.



5010
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surfaces, new flaps,
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Mig-17F and Shenyang JJ-5

Technical Data

Scale: 1/144
Kit No: 14403
Price: £5.25
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 19, Clear 1
Decal Options: 2
Manufacturer: Attack
UK Importer: Hannants



The Kits

The boxes' contents are made up of three sprues of nicely moulded flash-free light grey plastic parts, all with recessed panel lines. The only differences between the two kits are the fuselage parts, with an extra intake for the JJ-5, and different canopies, the JJ-5 being a two-seat version of the MiG-17 manufactured under licence in China. Both canopies are well moulded and very clear, but with rather heavy raised framing.

Construction

The build could not be easier. Stage 1 builds up the main airframe (there is

no cockpit) and Stage 2 adds the undercarriage, external fuel tanks and cannons, the latter being overscale. The canopies were painted Humbrol gloss black as there is no cockpit in either kit, just a flattened space where it's meant to go, so why bother? The undercarriage is not too bad, with some nice detail on the wheel hubs, but you will have to slim down the doors, especially those for the nosewheel. The only major defect I came across was on the MiG-17, whose wings were not mounted level, the left being 1 mm lower than the right.

Colour Options

Both kits give you a choice of overall silver or camouflage finish. The MiG-17 in silver is for a Czech, Polish, East



German (DDR) or Soviet aircraft, with the camouflaged Chinese example is finished in an interesting dark green/dark brown over azure blue scheme. The JJ-5 offers a choice

of silver or dark/medium grey camouflage schemes for Chinese aircraft. The decals are well printed and in perfect register, providing just the national markings and aircraft identification numbers. The decals adhered with no problems whatsoever.

Conclusions

Not my usual scale, but fun to build. In parts layout and quality they reminded me of the early Revell kits in 1/144th scale — great for the kids on a rainy day. The committed modeller will have to put a lot of work. Good Luck.

Tim Large



Grumman F8F-1/2 Bearcat

Technical Data

Scale: 1/72
Price: £11.99
Panel Lines: Recessed
Status: New tooling
Type: Limited-run injection-moulded plastic
Parts: Plastic 27, Resin 13, Clear 2
Decals options: 3
Manufacturer: Sword
UK Importer: Hannants



The Kit

The kit comes in Sword's usual end-opening box containing just one sprue of 27 injection moulded parts in light grey plastic featuring crisp and finely recessed panel lines. As is expected from a limited run kit, the sprue gates are rather heavy, with some of the smaller parts being thickly moulded. Detail on the resin parts is excellent. The kit can be built as an F8F-1 or F8F-2, to which end two sets of fuselage halves are provided. The injection moulded canopy can be fitted with the hood open or closed.



Stores comprise underwing rockets and a centreline drop tank.

Construction

First you must select which version to build. The F8F-1 has the smaller engine cowl, short fin and machine gun armament, and requires the cannon ammunition drum fairings on the tops of the wings to be removed. The -2, which I chose, has the larger cowl, taller fin and 20 mm cannon.

Dry-fitting of the main wing assembly and fuselage halves revealed problems with the resin wheel wells and cockpit tub, which were slightly oversize. With wheel wells in place the upper wing parts would not contact the lowers at their leading-edges, so I filed the resin inserts until the gaps closed. Taping the fuselage halves together revealed that the cockpit tub slightly sprawled them, resulting in no wing dihedral when the lower wing assembly was test-fitted, but once this

too had been corrected construction was straightforward. To enhance the finished model I added an arrestor-hook, and two whip aerals and an antenna wire from stretched sprue.

Colour Options

Three, all in overall Glossy Sea Blue FS 35042:

1. F8F-1 US Navy, VF-3 squadron.
2. F8F-1B l'Armée de l'Air, GC 1/22 Saintonge, Indo-China.
3. F8F-2 US Navy, VF-151, USS *Boxer* (CV-21).

AeroMaster Glossy Sea Blue enamel was airbrushed over the airframe while Humbrol H15 midnight blue was used for the drop tank. Painting was complete with a coat of satin

varnish to seal the fragile decals, which were probably the poorest part of this kit. Though neither transparent nor having excessive carrier film, they broke up on application, requirement replacement or touching up with paint.

Conclusion

I would recommend this kit to most levels of skill, but a novice may require some guidance. Replacing the kit decals with an aftermarket set would solve the decal problem. This is a kit where time and patience will make all the difference between an 'ordinary' model and a great looking one.

Mike Hyrons



Junkers Ju 87G-2 'Kanonen Vogel'

Technical Data

Scale: 1/72
Kit No: 12404
Price: £5.99
Panel Lines: Recessed
Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 73, Clear Plastic 7
Decal Options: 1
Manufacturer: Academy
UK Importer: Toyway



transposed. If you choose the one-piece canopy, be prepared to apply a little pressure while the glue sets, as it's slightly narrow.

Colour Options

Only one, a 'G-2 flown by Hans-Ulrich Rudel over the Eastern Front

during 1944 in the standard scheme of RLM 70/71/65. The decals are well printed and colour density is good, but I found that no matter how much softener I used most images would not conform particularly well to the surface detail. No swastikas are provided. I found that to ease

application of the spinner stripe it's best to cut it into a number of pieces before soaking.

Conclusion

This kit is a dream to put together. The standard of detailing is high and enough of it is supplied to please most. On the downside the decals are usable but not great and, as with the 'G-1 kit upon which this is based, it's distinctly undernourished in scale. Buy it for the pleasure of building, but don't display it next to another 1/72 Stuka!

Paul Stockley

The Kit

With the exception of modifying the moulds to provide extended wingtips and the inclusion of new decals, this kit is a complete reissue of the 'G-1 Stuka that Academy released some time ago and which was reviewed in Scale Aviation Modeller International Vol 11/5. For those who missed the 'G-1, you get a classy set of mouldings featuring mainly engraved detail but with transparencies that are a little too thick to be displayed open. Instructions are clear and mostly unambiguous, but paint details are not referenced to any brand.

Construction

As with the 'G-1, construction proved effortless and no filler was required. Trial fit the 37mm gun mounts to ensure the weapons will sit square to the ground as I'm unsure whether or not the instructions have their part numbers

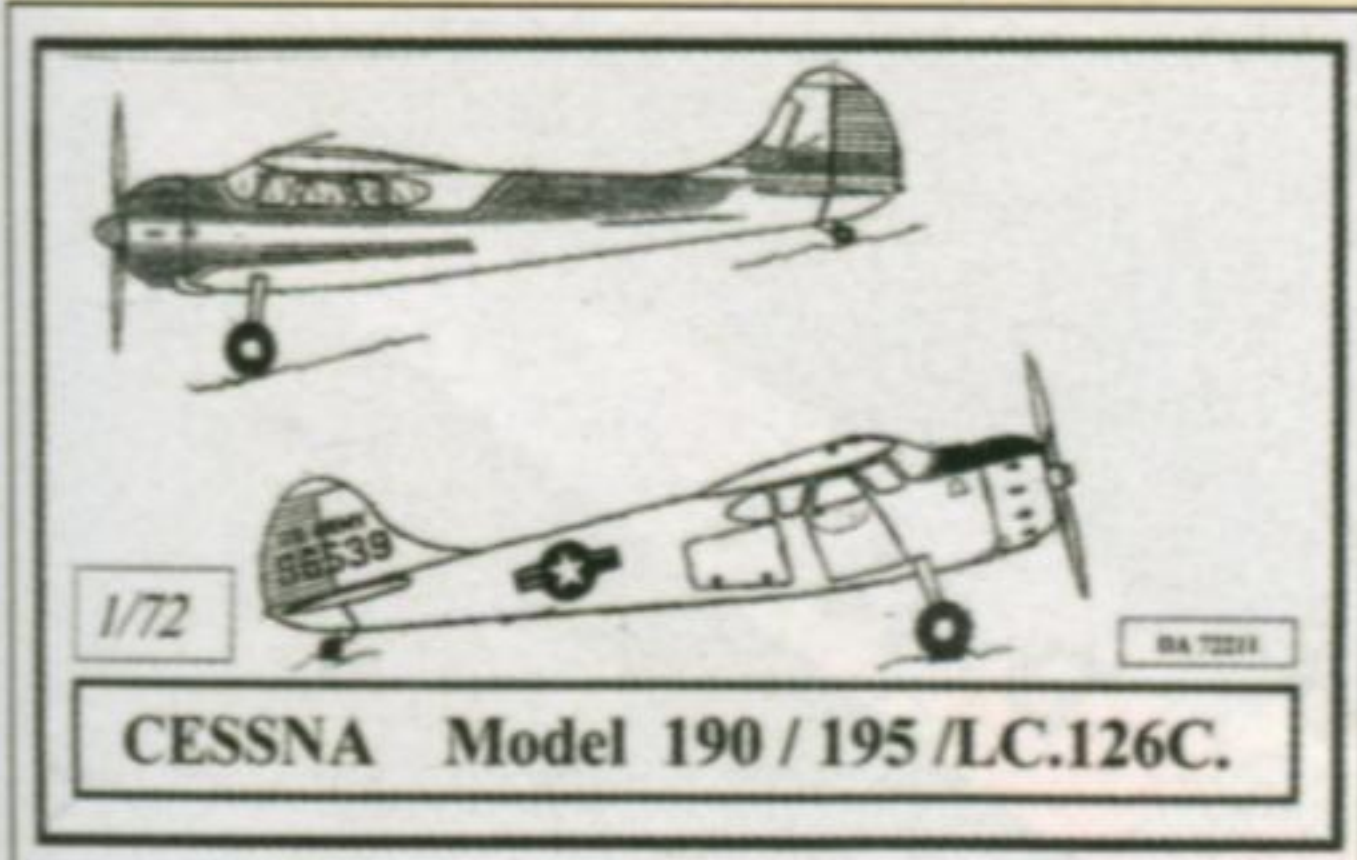


DUJIN

Cessna 195

Technical Data

Scale: 1/72nd
Kit No: DA7221 I
Price: £7BA
Panel Lines: Recessed
Status: New Tooling
Type: Resin & Vacformed Clear Plastic
Parts: Resin 22, Clear 2
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



begins. Surface detail is confined to ribbing on the control surfaces and some panel lines. There is some interior detail by way of four seats and instrument panel. The wing is a one-piece casting.

Construction

The engine needed to have the tops of the cylinder shaved bit by bit to ensure a snug fit inside the cowling. I painted the cabin interior a medium grey with dark grey seating and black instrument panel. With the fuselage joined and fitted out, the tailplanes were next. There was not much left to do after this other than add the

wing, which fitted well with only a smear of filler to the fuselage top join and a little more to the underside.

Colour Options

Decals are supplied only for a US Army version in overall white, for which the ever-useful Halfords white primer was used, topped-off with their appliance white for the final coats. A civilian scheme is also suggested as being overall white with red, blue and black quoted for all the complicated trim.

Conclusion

When I received this kit for review I was quite surprised to see that someone actually set about producing a lesser-known model from the world famous Cessna stable. I welcome this and hopefully other modellers will too (*like the Managing Editor, who failed to get to the review sample first!*). An unusual type this, a Cessna with a radial — there were not many of them in their catalogue!

Paul Janicki



The Kit

This kit is made up of resin parts and a vacform windscreen, for which a spare is also included. There is an amount of flash and thin resin webbing overall which must be cleaned off before construction

Technical Data

Scale: 1/72
Price: £18.30
Panel Lines: Recessed
Status: New tooling
Type: Resin
Decals options: 1
Manufacturer: Choroszy
UK Importer: For further information contact Aeroclub



The Kit

The model is made entirely out of resin, with a small piece of clear sheet from which to make a windscreen, which appears to have a compound curve. If so some vacforming will be necessary. There is a tiny decal sheet for the M.V.T. (Marchetti Vickers Terni) lettering. History reveals that this 1918 prototype, designed by Marchetti, had a steel rather than wood frame, so this had to be borne in

mind when painting the interior. Another feature of this aircraft was the wing-warping used for roll control, hence the lack of ailerons. The casting quality is first rate and the level of detail is high, especially on the engine that, unfortunately, is quite hard to see once installed.

Construction

Assembly is relatively trouble free, apart from the struts. The engine fits comfortably inside the fuselage, as does the cockpit detail. Using the plans as a guide, the lower wing to fuselage struts were trimmed to get the right gap and glued in place on the lower wing. The rest of the struts also need to be trimmed. There are small indentations in the lower wing that I presumed were positional guides for the main struts, but when the top wing was offered up they did not line up with the fairings. The plans confirm that they should, so the struts were relocated 2 mm further out.

Colour Options

The model was painted while still in this sub-assembly stage. The radiator, propeller, tailskid and undercarriage

were also painted separately. I used Xtracolor Linen Dope for the ivory colour and Humbrol 91 for the dark olive green. The radiator was sprayed with Alclad II Aluminium. Assembly was completed when all the paint had dried, ready for the simple decal application. There was conflicting information on exactly where this lettering should go, and as always I came across a photo of the actual aircraft only after completing the model. It suggested that the lettering should be placed further back, just

forward of where the fin's leading-edge meets the fuselage.

Conclusion

Choroszy Modelbud kits are a safe bet when it comes to accuracy and detail. They are let down only by conflicting or vague information found in their instruction sheets. I would still recommend this model as a very elegant addition to any biplane collection.

Chris Busbridge

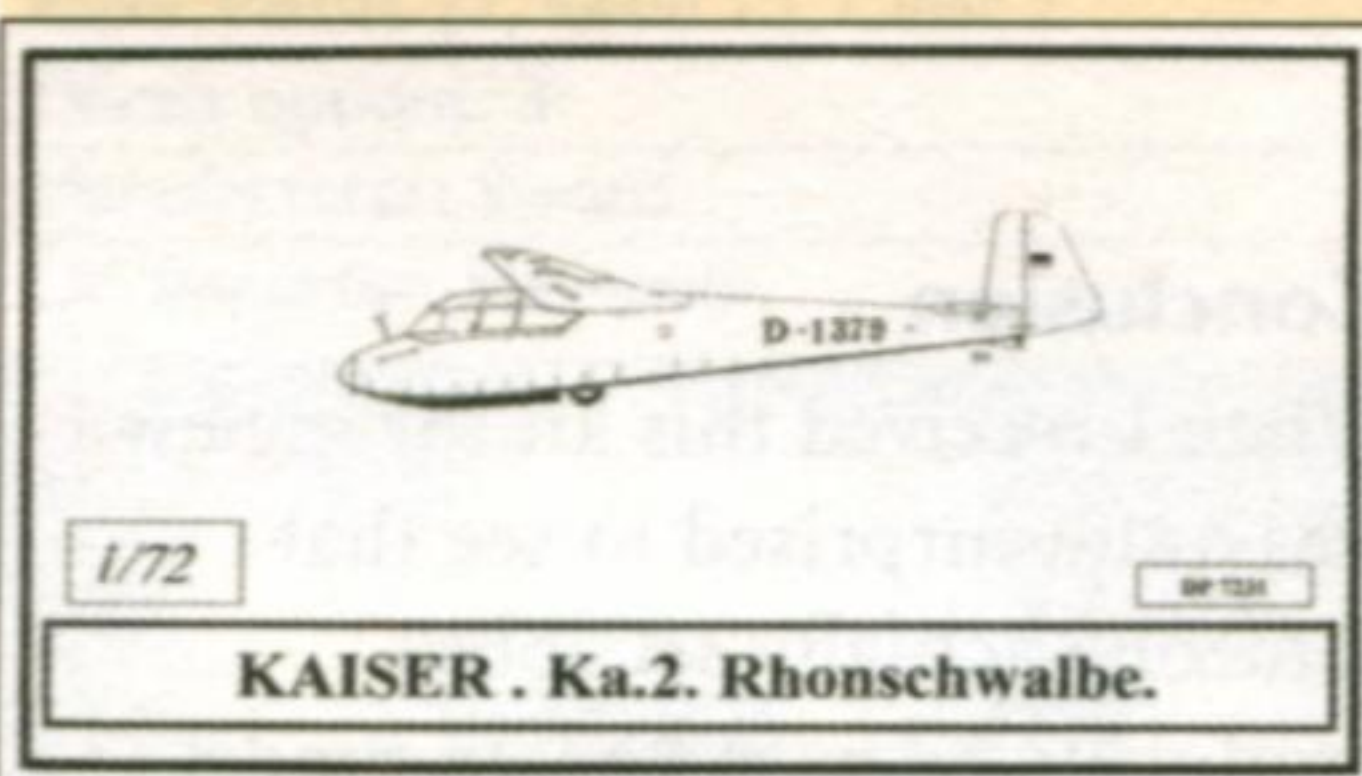


DUJIN

Kaiser Ka.2 Rhonschwalbe

Technical Data

Scale: 1/72nd
Kit No: DP7231
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear Plastic
Parts: Resin 12, Clear 2
Decal Options: 2
Manufacturer: Dujin
UK Importer: Hannants



The Kit

The Kaiser/Schleicher Ka.2b sailplane made its first flight in the spring of 1953, with a total of 113 examples of two different versions being built. The resin parts are fairly well produced with the wing surface detail nicely represented. The fuselage has some interior detail including a pair of seats and instrument panels. Vacform canopies are supplied, including spares, but they are a trifle foggy and the framing a bit suspect when compared with the scale drawings included in the kit.

Construction

The wings have a portion of the upper fuselage cast integrally and need to have their mating surfaces filed to



achieve the correct dihedral angle. Once this was done they were glued to the fuselage, with some filler needed, followed by fitting the seats and instrument panels and a pair of control columns made from stretched sprue. With a lack of colour information I painted the interior RLM Grey and the panels black. The last items to be added were the fin/rudder, tailplanes and single mainwheel. The only other item that I needed to add was the tailskid made from a piece of staple cut to length and bent. All in all the model took shape quite quickly, with only final sanding and cleaning up to be done in preparation for the paint job.

Colour Options

Three are shown on the supplied

drawings, all of them in white: D-1266 with a red tail band; the otherwise anonymous competition No 70; and D-1379. It was this last option I went

for, as I quite liked the unusual style of script for the registration markings.

The decals supplied look very much home-made, but they are usable and with use of decal solvent behaved very well.

Conclusion

I enjoy making Dujin kits as they offer types others don't dare to produce. This is a nice little model when finished and can be completed quite quickly. The only problem lies with the poor vacform canopy and surface detail. The plus side is the lovely depiction of the wing rib and fabric effect on the wings and the overall good fit of parts.

Paul Janicki



eduard

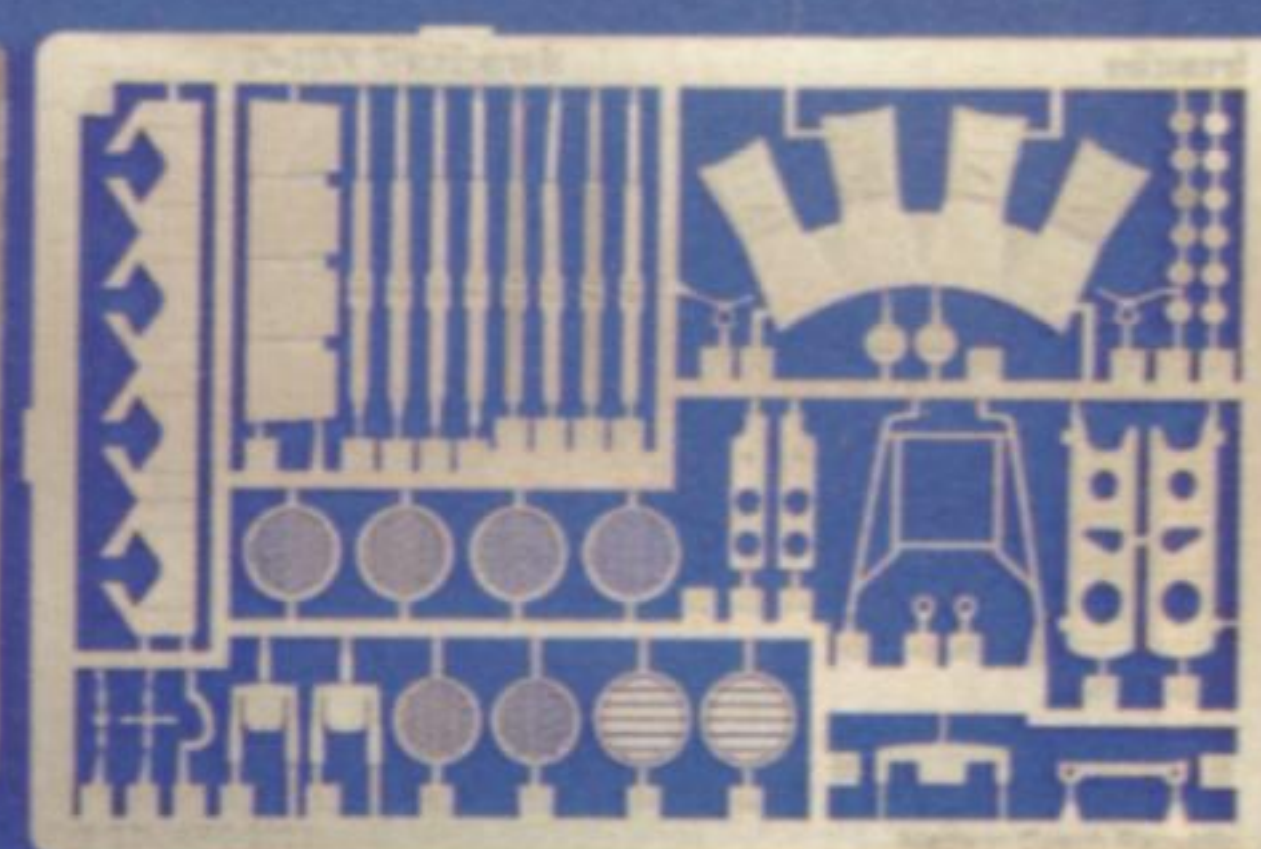
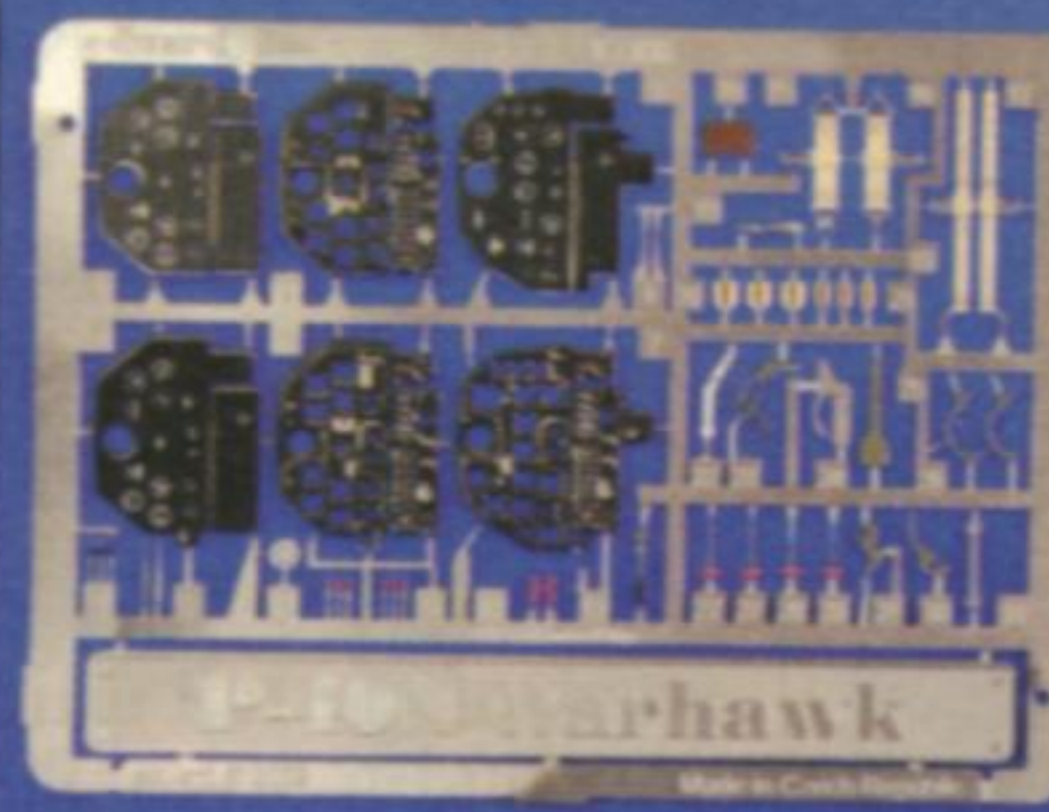
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P-40N/M Warhawk Shark mouth over China 1/48

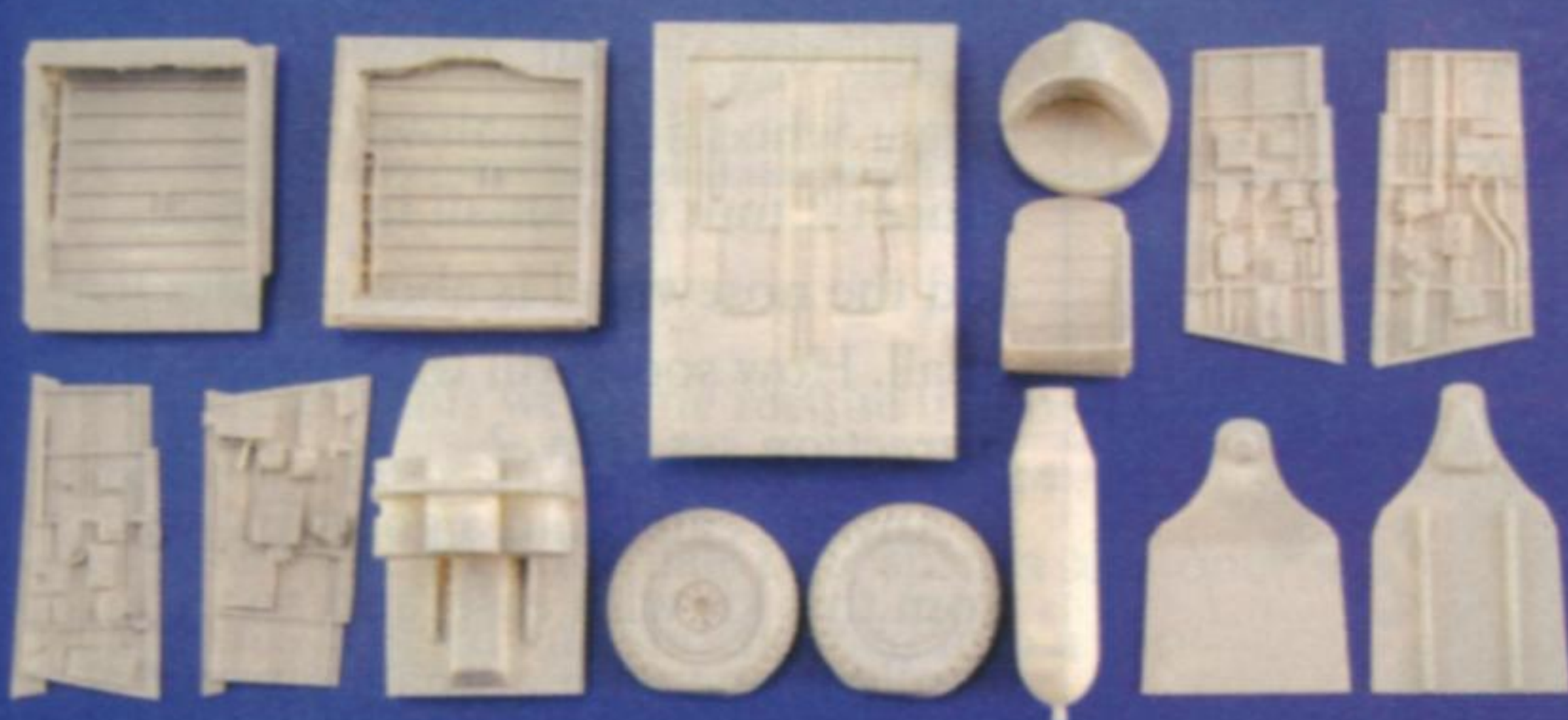
scale plastic kit

BOX INCLUDING:

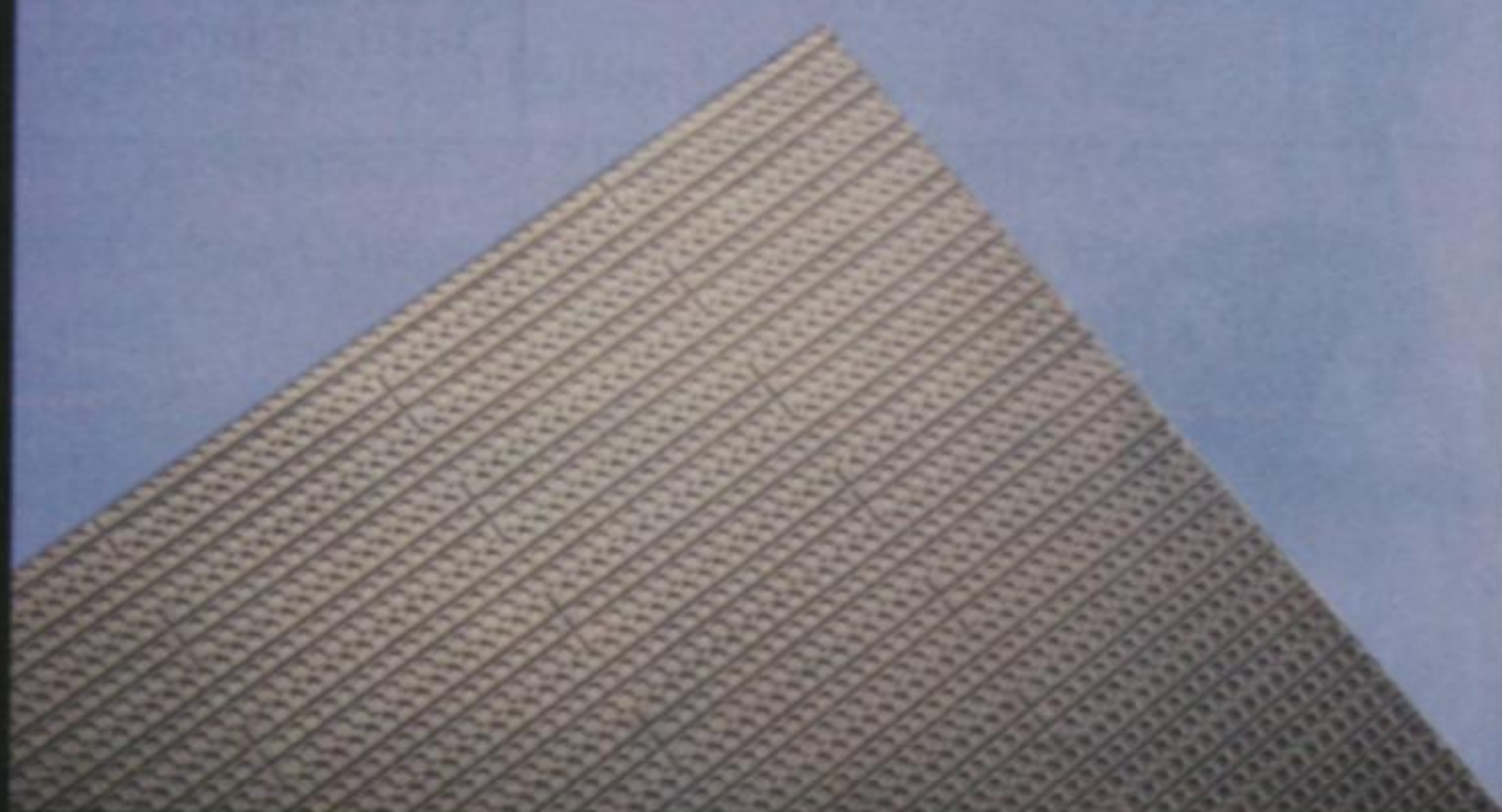
Color photo-etch set for two version



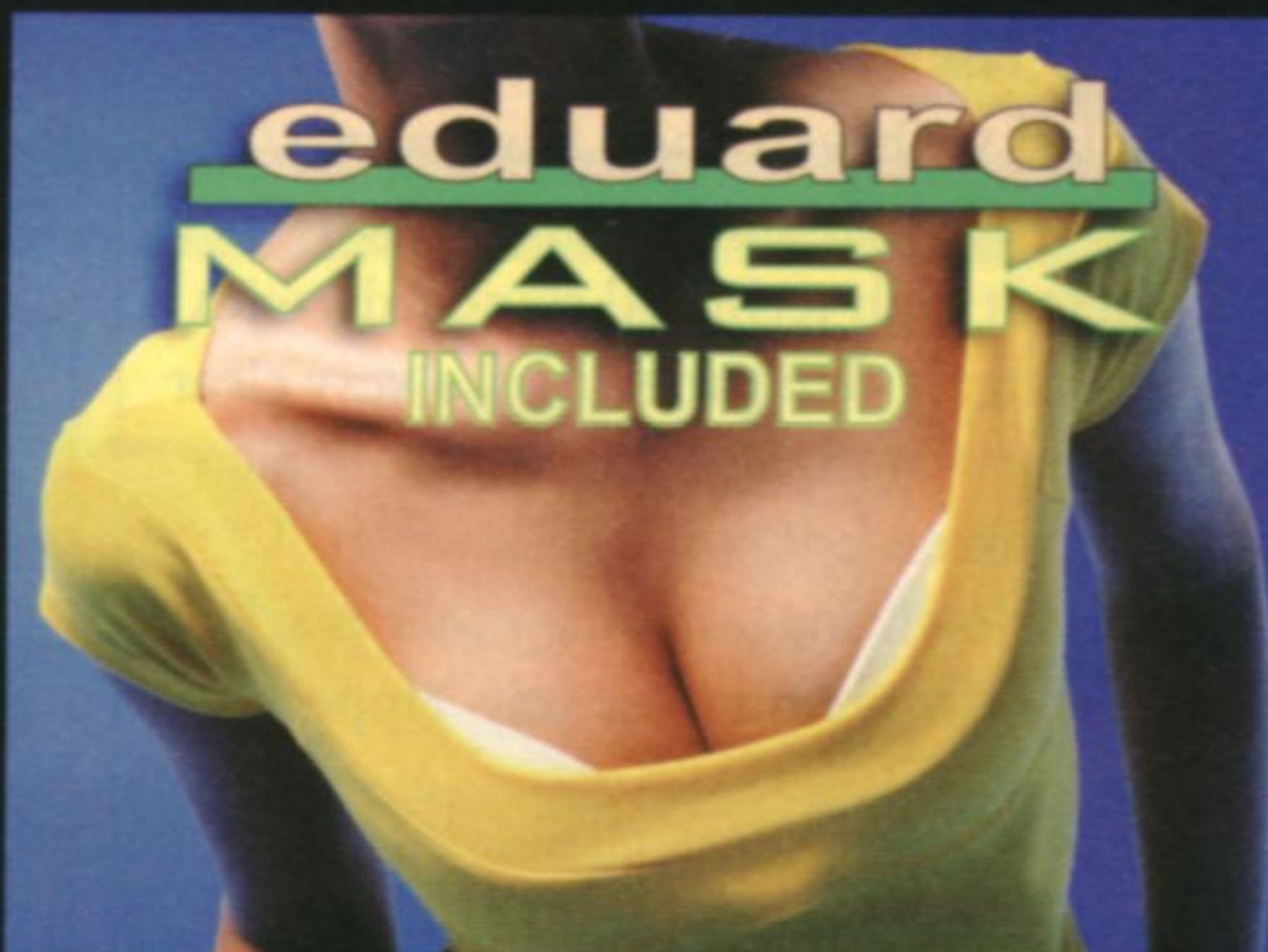
Super resin detail set



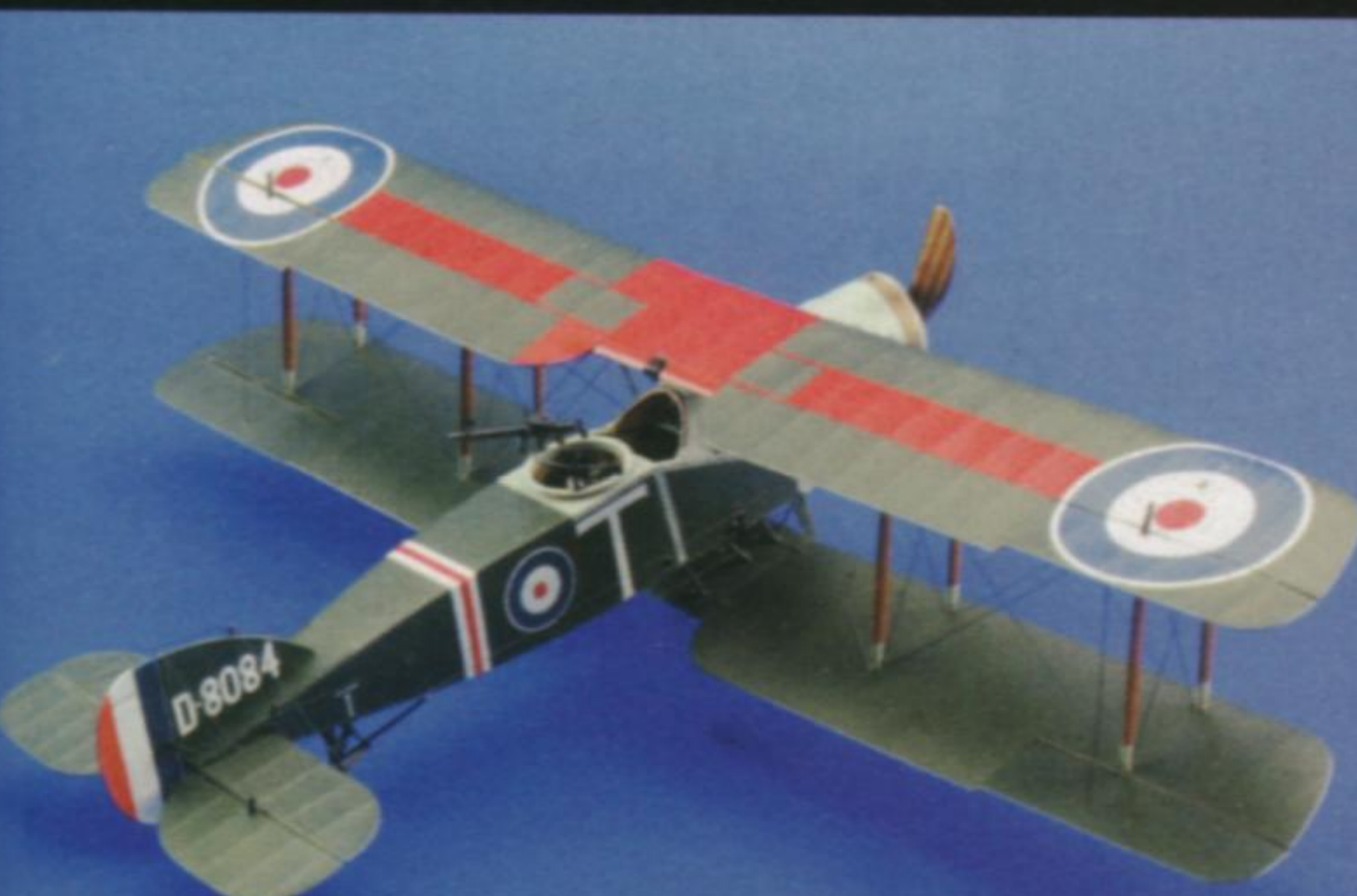
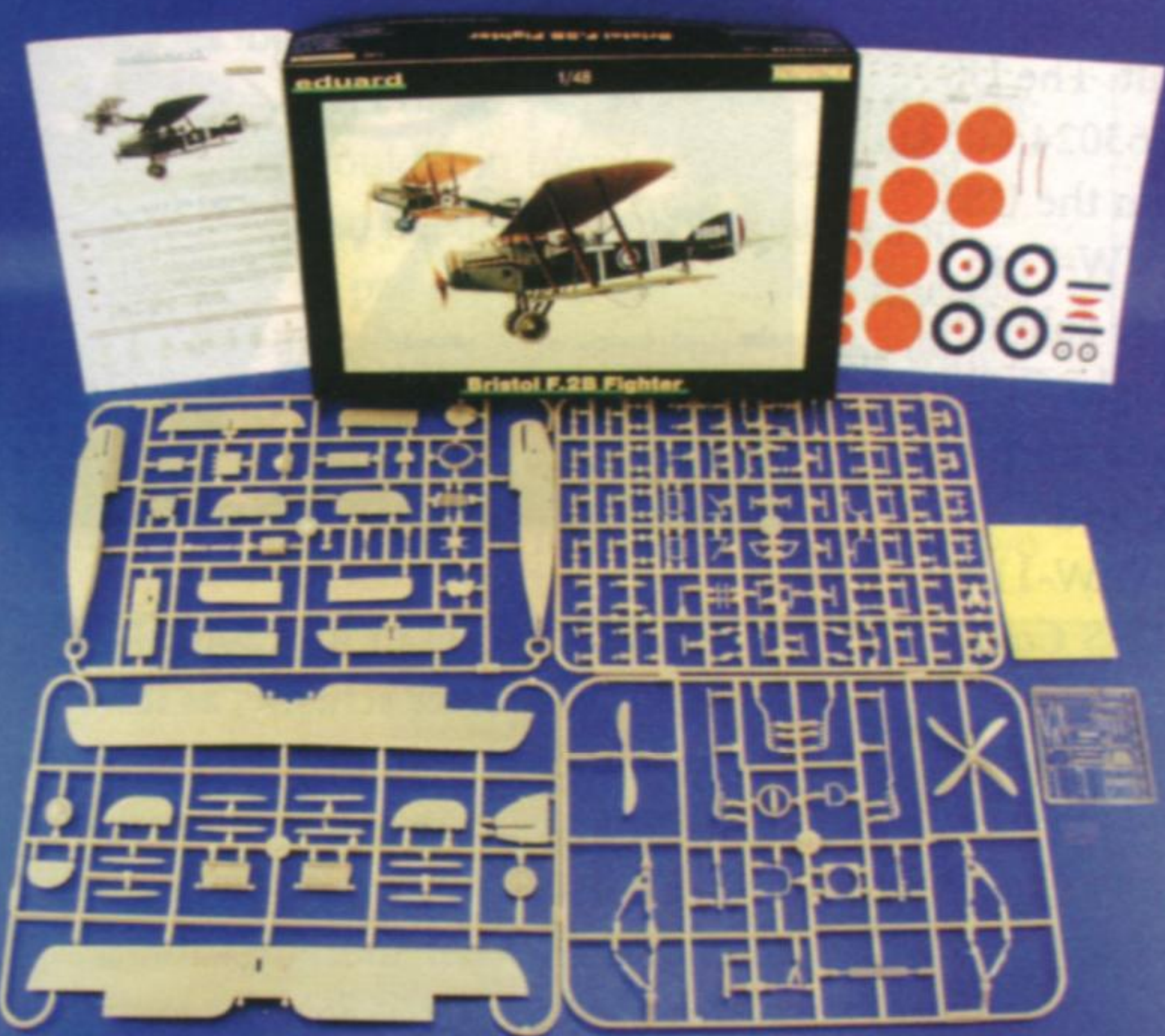
PSP model part



eduard
MASK
INCLUDED



Bristol F.2B Fighter 1/48



Revell Hawker Hunter F.6

Technical Data

Scale: 1/72
Kit No: 04350
Price: £7.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 59, Clear 3
Decal Options: 4
Manufacturer: Revell AG



The Kit

At last we have a good Hunter in 1/72 scale! This kit is well up to Revell's current high technical standards, with reasonably fine panel lines, a very clear canopy, excellent decals and a 13-page instruction booklet. The kit's breakdown suggests that other marks of Hunter are on their way. Yippee!

Construction

The easiest kit I've built for a long time. The cockpit, wheel well and jet nozzle detail is very good and everything goes together with precision. The only area that needs

great care is the joint between the wings, leading-edge extensions and wingtips, where a step can result if the wing panels are joined too tightly. Diagrams give the correct positioning for the open undercarriage doors.

Colour Options

Four choices include two RAF machines, one of Royal Netherlands Air Force and one from the Belgian Air Force. All are green, grey and silver but one RAF aircraft from the Fighter Combat School has an eye-catching yellow spine, wing bands and the fixed parts of the tail unit. The decals are superbly printed and include full stencilling. They bedded down beautifully and my only criticism is that the density of the white is not adequate.



Conclusion

For the first time we have a 1/72 model that looks like a Hunter from all angles! What more do you need? Well, you need the leading-edge extensions to extend about 5 mm further inboard, and you need to

move the inner stores pylons inward by a similar amount. Whilst you are working on the wings, the leading-edge extensions need to be sanded to a slightly sharper section and the joint between them and the wing may need a little tidying — it is barely visible on the full size aircraft. You also need bigger wheels: the mainwheels are almost 2 mm too small in diameter and the nosewheel is about 1 mm too small. How soon will the first correction set arrive?

Anyone can build a good Hunter from this kit with ease, and an excellent one with a small amount of extra work. Aftermarket decals are available, so buy a fleet! Let's have other marks soon, Revell!

Ivor Ramsden

Revell Grumman E-2C Hawkeye

Technical Data

Scale: 1/144th
Kit No: 04012
Price: £6.99
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 38
Decal Options: 3
Manufacturer: Revell KG



The Kit

This is a nice little kit. All surface details are well reproduced and the flying surfaces have fine sharp trailing-edges. The cockpit cover is clear but a tad thick, though it is not that detrimental when viewing the interior that is kitted out with just seats and decals for the instrumentation. The instructions are to Revell's normal layout with detail painting flagged as necessary.

Construction

With the painting of the flight deck parts and placement of the decals

done, the assembly can be added to one fuselage half. The fit is good and there is detail to the floor underside for the nose wheel bay. The fuselage halves can now be joined as can the one-piece wing and tail surfaces. The fit of all these parts is good and throughout making this model, the filler remained unused. All that remained was the fitting of the main and nose gear assemblies and doors. I opted to loose-fit the radar dish to prevent damage while in transit to the club and whilst in storage, as the fit

here is neither too loose nor too tight.

Colour Options

Three options, two US Navy and one French Aeronavale aircraft. The US ones depict E-2C BuNo163024/603AG of VAW-121 *Bluetails* from the USS *Dwight D Eisenhower* (CVW-7) in June 1990 in the old, more colourful and popular scheme of Light Gull Gray and white with a blue starburst pattern on the outer fins; and BuNo164352/600NH of VAW-117 *Wallbangers* aboard the USS *Carl*

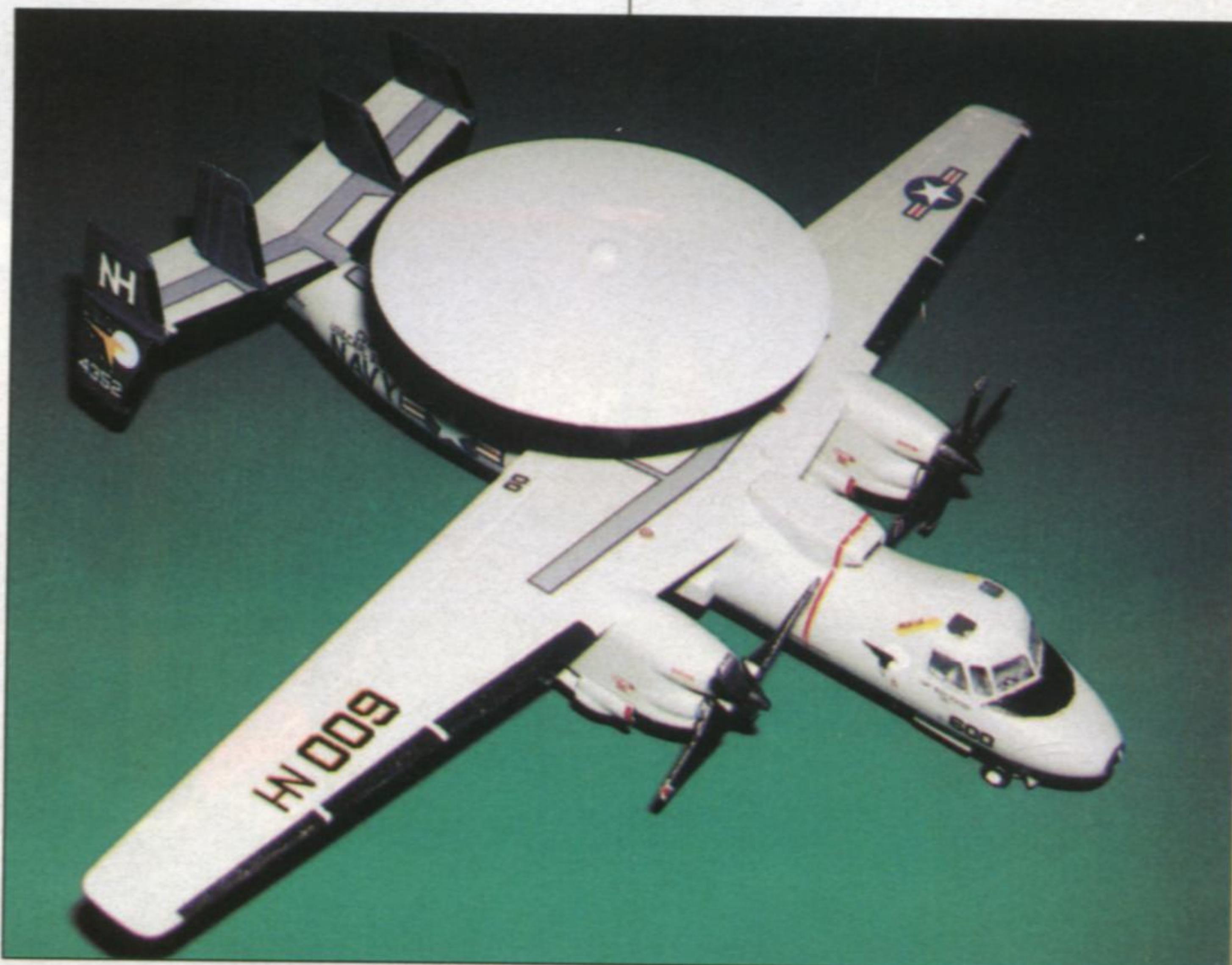


Vinson (CVW-11) in July 2000. I favoured this latter scheme, as it was easier and a little quicker to complete. The Aeronavale option is in overall grey, darker than the USN colour, and with fairly low-viz markings for '2' (formerly BuNo165456) of 4 Flotille at Lorient in 2004. The whole decal sheet is lovely, well printed with most of the tiny stencilling and name panels legible. The decals work well with the usual solutions and have good colour density.

Conclusion

I found this kit to be quite quick and straightforward to make and was very pleased with the overall fit. I highly recommend it to all.

Paul Janicki



Technical Data

Scale: 1/72
 Kit No: 04229
 Price: £3.99
 Origin: Matchbox
 Panel Lines: Raised
 Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 60, Clear 9
 Decal Options: 3
 Manufacturer: Revell KG

Heinkel He 70 G-1 "Blitz" (F-2/170A)

1:72

Plastic Model
 Plastic model
 Model length
 16.3 cm
 20.6 cm

04229

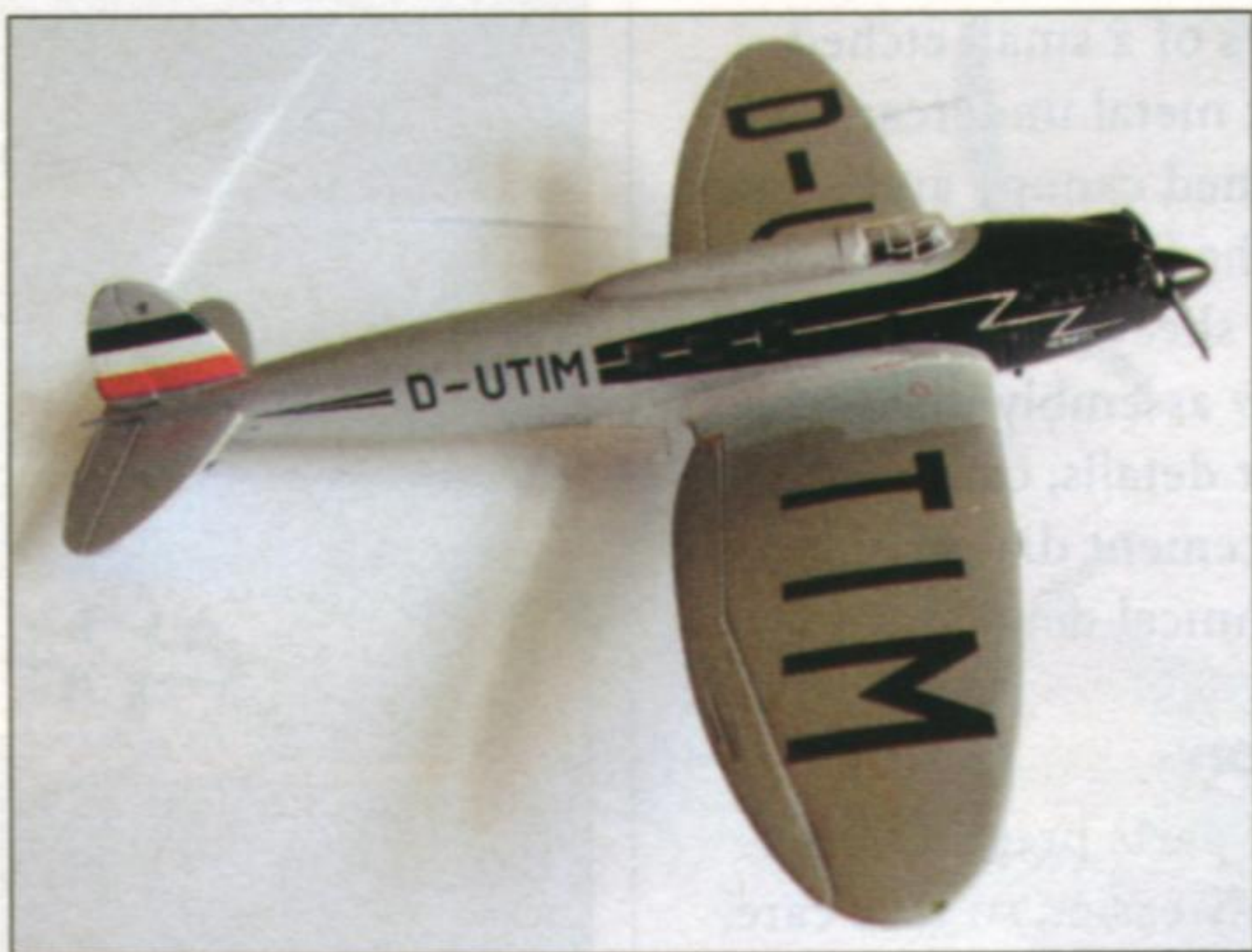


The Kit

Revell present this welcome reissue in a box normally reserved for their smallest 1/72 and 1/144 offerings. As a result you get three pale blue sprues plus one clear neatly bagged and shoehorned into a very compact space. This is one value-for-money box that doesn't rattle. Panel lines are lightly raised. The decal sheet is well printed and offers three options, one Lufthansa, one Spanish Nationalist Air Force, and one Hungarian Air Force He 170 export version. This is not a reprint of the old Matchbox decal sheet. All are genuinely new options, with extra stencilling for all versions. An eight-page instruction sheet takes you through no fewer than 32 stages of construction. Revell paint references and mixes are listed at the front, together with a sprue map.

Construction

The first eight stages take you through the interior, which goes together quite easily. I had to shave some plastic off the edges of the passenger seats so that the fuselage halves would join together properly. The upper decking also needed plenty of shaving and filling in order to pack down nicely into the fuselage. Once all gaps and ridges had been sanded the wings were mated to the fuselage. You will know when they have been fitted correctly as the upper wing roots are more or less flush with the fuselage and there are two



yawning gaps between the lower wings and underside.

Having built up and smoothed the airframe, the model was masked and primed. The undercarriage and detail parts were left off until after painting.

Colours and Markings

First the nose was sprayed Halfords matt black, then the airframe in Tamiya AS-12 bare metal silver. A coat of Humbrol Gloss Cote was applied and then it was on to decaling.

Decals are very thin and bedded down well. Extreme care was needed handling the long fuselage stripes. Mine split on both sides. Were I to build another Lufthansa He 70, I would take a leaf out of Matchbox's book and cut this item into three parts as per the original kit issue. I would also first cut out the carrier film from the window apertures. Don't forget to use the paint template on the Lufthansa version decal guide to put some silver under the nose section flash of the fuselage decal.

After a spray of Satin Cote, fitting the canopy (the easiest framing you'll ever paint) and some Krystal Kleer in the window apertures, one He 70 was complete.

Conclusion

At under £4 Revell's current boxing is an excellent value for money package even though it requires work to make it acceptable. This makes it not the best choice for the impatient novice. To the best of my knowledge it's the only kit of the He 70 in any scale unless some enterprising Czech company starts tool cutting, so if you're a fan of this era of aviation get several while you can. Now, can we have one in 1/48th scale please?

Mark Peacock



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Messerschmitt Me 334

Technical Data

Scale: 1/72nd
Kit No: AV 130
Price: £23.35
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, Etched Brass, White-Metal & Vac-formed Clear Plastic
Parts: Resin 19, Etched 16, Metal 8, Clear 1
Decal Options: 1
Manufacturer: AV Models
UK Importer: Hannants



The Kit

This interesting model from AV is well moulded in resin, with recessed details and panel lines. The rest of

the kit consists of a small etched detail set, cast metal undercarriage legs, a vacformed canopy and a small decal sheet. The instructions consist of a single A4 sheet giving an exploded-view assembly diagram, generic colour details, camouflage and decal placement diagram and very brief technical details.

Construction

Time taken in parts preparation makes assembly easier, so take care. Once the casting blocks are removed and the mating surfaces are cleaned up assembly is very easy, starting as ever with the cockpit using the excellent etched parts provided. The wings and tail are an excellent fit, with just a small amount of filler needed. You will need to drill out the shallow locating holes in the wings



and nose for the cast metal undercarriage legs. And take care when cutting out the canopy, as it is thin and very brittle; no frames are

moulded into it, so I used painted tape to represent framing. Altogether a very uneventful build.

Colour Options

Only one scheme is suggested: overall light blue grey with dark blue/grey mottling on the upper surfaces. No RLM references are given.

Decals

The small decal sheet gives the markings for one aircraft, Yellow 15. The decals were very easy to use with no problems at all.

Conclusion

Another model from the seemingly bottomless pit of 'what if?' designs. The kit easily builds into an interesting little model with a unique shape, and is highly recommended to all who have fallen victim to the Luftwaffe '46 bug.

My thanks to AV Models for the review sample.

Michael Cook



OMEGA Models Avro 531 Spider

Technical Data

Scale: 1/72nd
Kit No: 72074
Price: £TBA
Production: Limited
Panel Lines: Recessed
Status: New Tooling
Type: Resin
Parts: Resin 26
Decal Options: 1
Manufacturer: Omega Models



The Kit

Protected by a strong card box are four clusters of resin parts and a decal sheet. The pale caramel



coloured resin castings are of superb quality with well defined surface detail and almost no pinholes. The instructions, such as they are, consist of a poorly copied double-sided A4 sheet. The decals are protected in their own bag.

Construction

Interior details consist of a seat, control column and instrument panel. The fuselage consists of a bathtub-shaped moulding with separate front and rear decking. No sidewall detail is provided. The shape of the forward

edge of the cockpit is suspect and I adjusted the angle so that it matched photographs more accurately.

The engine is a neat replica of the Clerget rotary which was fitted to this aircraft later in its career. This needed a small spacer to bring it forward to its correct position in the cowling.

Attachment and alignment of the lower wings gave an interesting challenge. Scale accuracy is almost impossible to achieve here as the wings are set at the very bottom of the fuselage and are of very narrow chord, so the attachment points are very small. To give them any chance of a firm attachment they need either a spar of wire, or they could be attached slightly higher on the fuselage.

The photos and plans do not make it clear if the upper wing is attached directly to the fuselage, but mine just

Technical Data

Scale: 1/72
Kit No: 72087
Price: £11.99
Panel Lines: Recessed
Status: New Tooling
Type: Limited Run Injection Moulded Plastic
Parts: Plastic 26, Resin 16, Etched Brass 17, Vacform Clear 2
Decal Options: 3
Manufacturer: Special Hobby
UK Importer: Hannants



The Kit

Sporting a very nicely done illustration, as is often the case with Special Hobby, the end-opening box contains what proves to be a very well produced kit. There's a neatly laid out sprue for the major parts and a bag of smaller high-detail resin parts for such items as the cockpit, exhaust and wheel well. A photo-etch sheet provides added detail for radiator grilles, seatbelts, bomb racks and instrument panel. There is a pair of vacform canopies and a nicely printed decal sheet.

Construction

Starting with the cockpit, which is in Italian Interior Green, the seat and instrument panel are painted first, assembled and then installed as a complete unit into one of the fuselage halves. The exhaust needed some of the backing plate removed so that it can protrude more at the front end. The nose gun recesses should be made

touched the top of the headrest fairing and this provides much of the very necessary support, which otherwise would have to rely on those tiny lower wing attachment points.

Colour Options

One colour scheme is given, PC10 over linen with RAF roundels and tail



deeper with careful drilling. In order to get a neat wing-to-fuselage join I ignored the instructions and attached the top wing parts to the fuselage first. Only then was the lower wing glued in place. Some reshaping of the contours around the windshield was necessary to get a really good fit.

Colour Options

Three ANR schemes to choose from, all from the 2° Gruppo. I chose the experimental splinter type scheme, an aircraft flown by ten. Drago. The others had either the overall dark olive green scheme or Luftwaffe colours. I used Polyscale acrylics this

time, employing a combination of Tamiya tape and Post-It notes as masking. I used a slightly altered layout than that given in the instructions, as I found two other profiles of the same aircraft that gave conflicting information, no two being the same! This model is a Serie 1 aircraft with the late production rudder. Some early Serie 1 aircraft had a differently shaped mass balance, so check references when selecting alternative schemes.

Conclusions

As one of Italy's best WWII fighter aircraft, the Fiat G.55 has been poorly served in model kit terms. With all the others produced now out of production, this Special Hobby kit has made a timely appearance, and is the most accurate yet.

Chris Busbridge



markings. The box shows the engine cowlings in black. I am not convinced of this as all the photos I have seen suggest that the cowlings are also PC10. One picture suggests that the metal panels behind the cowlings could be black, which was the case with many Avro 504s. The aircraft had a long life so it could well have appeared with



different coloured panels and cowlings. The upper wing centre-section may have been a light colour, as might the headrest fairing. I wasn't sure what colour this would have been so I chose overall PC10 for the upper surfaces, using my own Humbrol mix, and Xtracolor RFC Doped Natural Fabric for the lower surfaces.

The decal sheet is very simple; no serial number was ever applied to the prototype so just a nice, sharply printed set of roundels and tail stripes is provided.

Conclusion

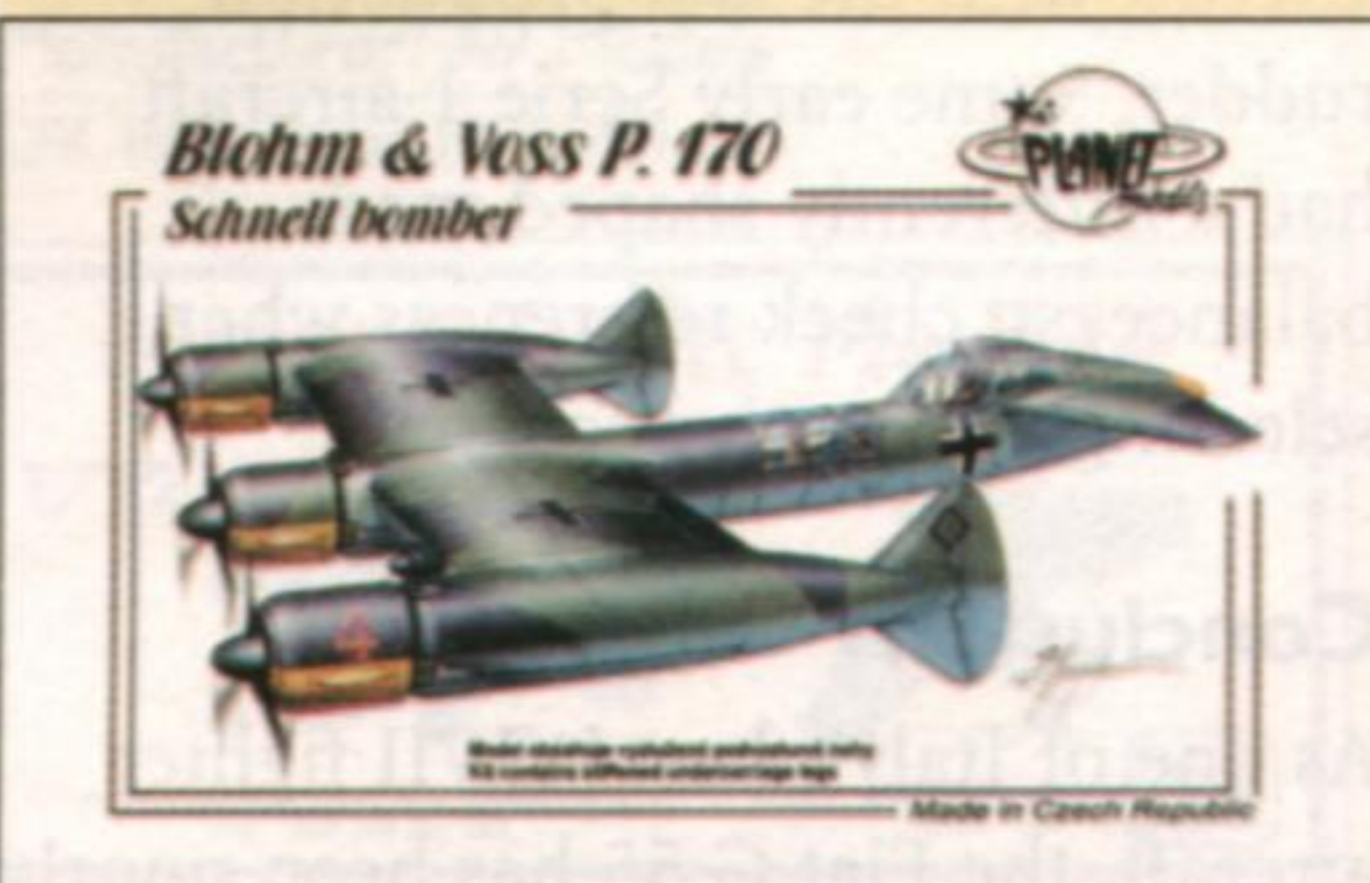
Omega deserve praise for tackling a very unusual subject. The lack of rigging is a plus point — the prototype relied on its steel V-struts for rigidity. If you collect WWI period aircraft and have some experience with resin then this kit should be added to your collection.

Ivor Ramsden



Technical Data

Scale: 1/72nd
Kit No: 115
Price: £41.30
Panel Lines: Recessed
Status: New Tooling
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Planet Models
UK Importer: Hannants

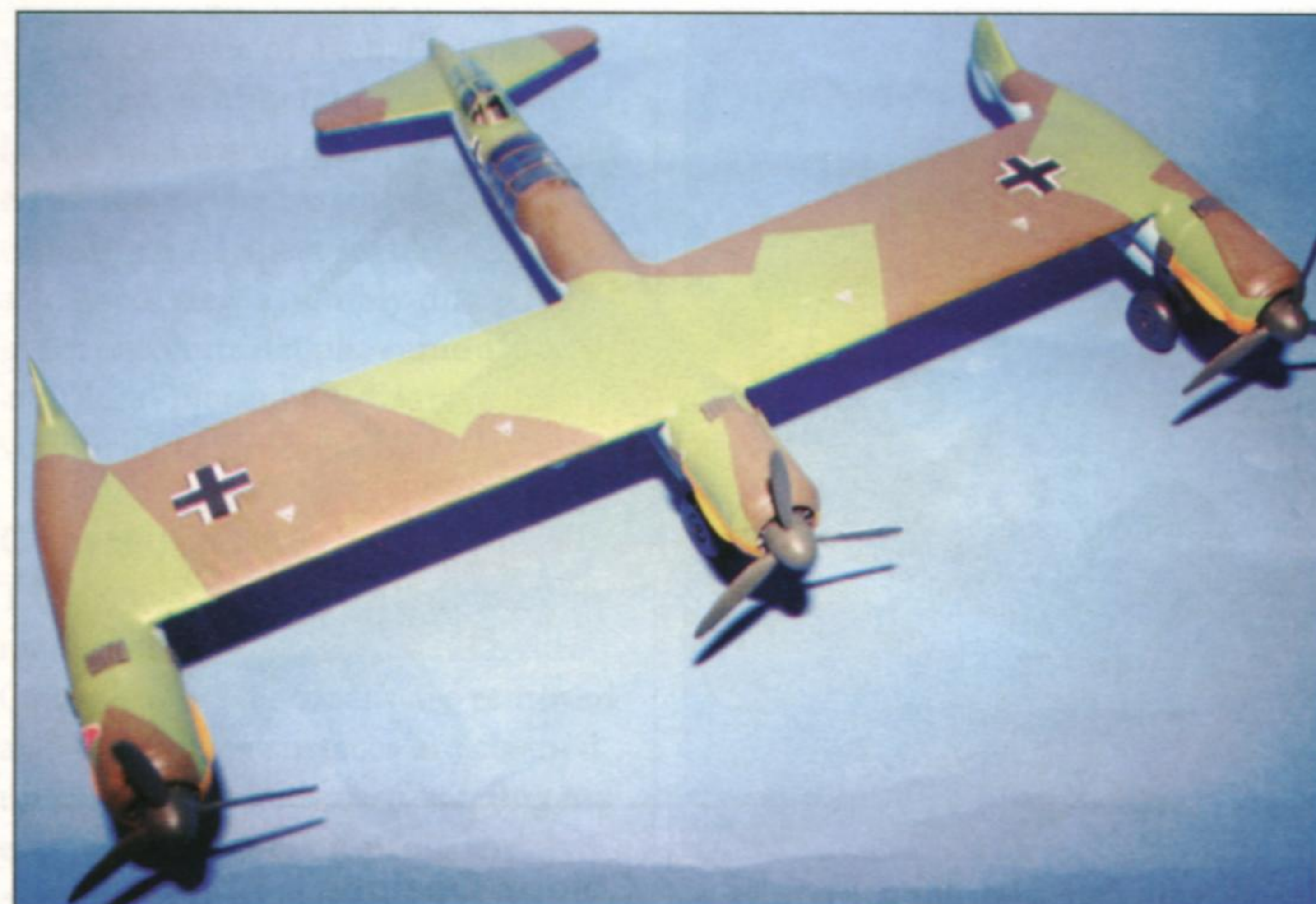


The Kit

Another excellent Luftwaffe project kit from Planet Models, presented in their trademark white box. A very nice touch is the provision of specially strengthened undercarriage legs, very necessary as the finished model is quite heavy.

Construction

Assembly is straightforward, starting with the well-detailed cockpits. My chief worry was that the tail section would not fit well over the completed



rear cockpit, but the fit was almost perfect, with just a little filler needed to hide the join. With the main construction completed the rest of the kit went together very easily with just a couple of points to watch. You must make sure that all three wheels touch the ground. My middle undercarriage leg was a little too long, causing the model to lean to one side, so I had to remove it and trim a little off the top to keep things nice and level.

Colour Options

One only is given: RLM 81/82 with RLM 76 undersurfaces and yellow lower engine cowlings. I used my ever-dwindling supply of Aeromaster acrylics, sealed with a coat of Johnsons Klear to prepare for the decals, which were excellent, well printed and very thin. They went on very easily with no problems at all, and no decal setting solutions were necessary.

Conclusion

An excellent kit of a very unusual aircraft that produces a striking result. Planet Models' resin kits are very easy to make and even if the subject matter does not appeal, if you are thinking of trying a resin kit for the first time look no further. I highly recommend this kit.

Michael Cook



Boeing Vertol ACH-47A Armed Chinook

Technical Data

Scale: 1/72
Kit No: 1054
Price: £8.50
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 66 Clear 7
Decal Options: 2
Manufacturer: Italeri
UK Importer: The Hobby Company



The Kit

This kit is a re-release of the armed Chinook heavy lift helicopter. Only four of these helicopters were converted, to support tactical assaults during the war in Vietnam. Given the nickname 'Go-Go Birds', these monsters literally bristled with armament from all sides. Unfortunately, they had short lifespans, two being lost in crashes. On opening the box, you are confronted with sprues of olive coloured plastic parts which completely fill the tray. The seven clear parts are protected in their own bag.

Construction

Assembly starts with the cockpit and construction of the fuselage interior. The parts that make up the cockpit are quite basic, but there are seatbelts moulded onto the crew seats. Everything goes together well, but when putting the fuselage together I recommend you have plenty of rubber bands/tape/clamps handy after aligning the two halves. The only area I needed to fill was on the top of the rear rotor housing. The engine housings go together well and there is a clear guide in the instructions' illustrations to show you how they fit to the fuselage and their correct alignment. The rotors go on last, and without problems.



Colour Options

A choice of two olive green (FS34087) machines, one of them a standard service Go-Go Bird *Easy Money* of 1st AV DET 2 /20 ARA in 1967 in drab finish, the other in trials livery of

glossy olive with lots of big stars 'n' stripes. This particular bird was recalled to Vietnam after one of the production machines was written off in a taxiing accident. Unfortunately, during that deployment it suffered a fatal crash when one of the forward firing 20 mm cannon broke its mount causing it to fire rounds into the front rotor housing.

Conclusion

This is the sort of kit that one could put together over a weekend without too much trouble and I recommend it for novices and experts. It would be nice someday to see this machine available in 1/48 scale. Then we really would have a showpiece to stare at in awe.

David Holman



Technical Data

Scale: 1/72
Kit No: 00553
Status: New Tooling
Panel Lines: Recessed
Price: £29.99
Type: Injection Moulded Plastic
Parts: Plastic 225, Injection Moulded Clear 24
Decal Options: 3
Manufacturer: Hasegawa
UK Importer: Amerang



The Kit

I've always been a fan of the Lancaster and I was particularly excited when Hasegawa announced this kit. At last, a well detailed, crisply moulded and accurate model of this big beautiful bomber.

The first thing that hits you after opening the box lid is the sheer amount of plastic in the tray underneath — nearly 250 parts on 20 sprues, including five transparent frets. The mouldings look to be very crisp, with nicely recessed and fine panel lines. Only the feeds that hold the parts into the sprues look to be a little oversized and could cause problems later.

Construction

The fold-out instruction sheet reveals 15 stages of construction. The sheet seems cluttered, and could maybe have been printed a little larger, but a careful study before commencing will help prevent problems.

First to be built is the interior, which is fairly detailed, with a navigator's table and a representation of some of the radio equipment. There is also a bulkhead moulding which has integral spars for the wings to help keep them level once the whole machine is built — very useful for a model of this size. The instructions suggest painting a large

amount of the interior in grey-green, but all the references I have show it as mostly black, so take care with this. The instrument panel is moulded flat, with a decal to represent the dials and gauges. I usually like to dry-brush these areas, but as there isn't any raised detail I used the decal, which was a near perfect fit, and with a brushing of Micro Sol its carrier film almost vanished.

Before the fuselage halves are joined together, a decision has to be made as to which version (Mk I or Mk III) is to be modelled, as the holes for airdials and other fittings have to be drilled at this stage. This is where a larger instruction sheet would have been most helpful.

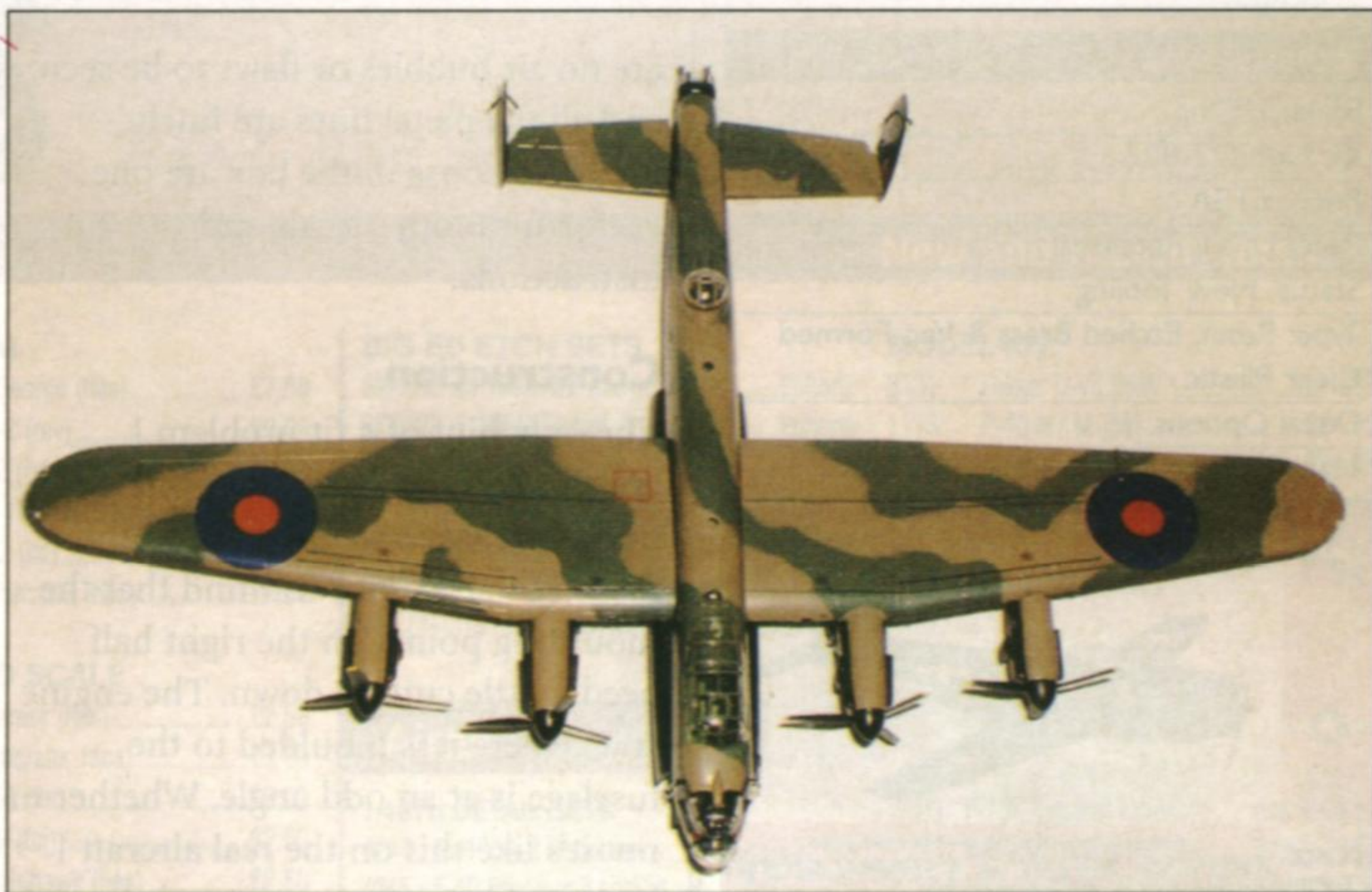
The three turrets are constructed next, and are fairly basic with only the gun mounts and guns themselves provided, and no representation of the gunners' seats or any other fittings. However, once the frames are painted it is difficult to see their interiors. The instructions suggest fitting the turrets to the fuselage next,



but as they are not designed to turn and just slot into place they can be left off until after painting.

The wing upper and lower surfaces fit together well, and their trailing-edges are fairly thin. The engine nacelles feature separate radiator grilles which are a tight fit. Also installed at this point are the poly caps for the propellers, which means they can be left off until the model is finished and thus avoid possible damage.

The undercarriage wells are nicely depicted, with plenty of raised detail.



The landing gear itself is well moulded, again with a good level of detail, and the main wheels are 'weighted', which makes life a little easier as there is no way such a big machine would sit on fully round tyres! The landing gear struts and arms were not the easiest components to separate from their sprues owing to the heavy-duty feeds that hold all of the parts in place.

The bomb bay is nicely represented, with a full set of racks for the loads provided, comprising one 4,000 lb 'cookie' and 18 200 lb bombs. I opted to leave these off the finished model as I think aircraft look a bit odd with a full bomb bay and no crew in sight. The 200 lb racks were attached to the sprues by no fewer than three fairly thick feeds, which I thought a little over the top. Cutting them all loose required great care, but even so I managed to fire one off, and it landed in the biscuit tin — maybe it wanted to carry a 'cookie' instead!

All the fuselage side windows are moulded separately, which suggests that Hasegawa may be planning different variants of this well-used aircraft from various points in its illustrious career.

Colour Options

I decided to paint before fitting the wings and tail, making masking of the demarcation line easier. A coat of

Xtracrylix RAF Dark Earth was followed by Dark Green and finally Tamiya X-18 Semi-Gloss Black for the undersides.

The choice of decals provide for three Lancs, all from No 467 Squadron between the summers of 1943 and 1944. I chose the later of the three, R5868, with its large H2S dome. This machine is currently preserved at the RAF Museum at Hendon with nose art featuring its 136 missions and that infamous (and, as it transpired, highly optimistic) quote from Herr Goering, *No enemy plane will fly over the Reich territory*. The decals themselves are nicely printed. Once a drop or two of Micro Sol is applied they fall nicely into the panel lines and the carrier film all but vanishes.

Conclusion

This is without a doubt the best kit I've seen of this famous aircraft in this scale, and although the price tag may be a little on the heavy side, the quality of the contents and the amount of work that has obviously gone into its design justify the outlay. My only real problem was with the feeds from the sprues to the parts; some were a thicker than they really needed to be and this could result in a loss of detail when eradicating them.

Dimensionally, according to *Lancaster — A Bombing Legend* by Rick Radell and Mike Vines the kit is more or less spot-on, and certainly well in proportion.

I sincerely hope at the Hasegawa produce more Lancaster variants, such as a 617 Squadron 'Dambuster', 'Grand Slam' or even some of the less well known variants used in the Far East and after the war with their large dorsal fuel tanks. Until then, congratulations on what is a thoroughly enjoyable kit to build, and a tribute not only to the researchers and pattern makers at Hasegawa but to all the brave men who flew in this aircraft throughout its service life.

James Griffiths



Technical Data

Scale: 1/72nd
 Kit No: R72-007
 Price: £TBA
 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin, Etched Brass & Vac-Formed Clear Plastic
 Decal Options: 1
 Manufacturer: Pro Resin



are no air bubbles or flaws to be seen, and all the panel lines are finely recessed. Loose in the box are one vacform canopy, decals and instructions.

Construction

The only hint of a fit problem I encountered was with the front undercarriage bay and its fit to the fuselage halves. You will find that the mounting points on the right half need a little cutting down. The engine cowl where it is moulded to the fuselage is at an odd angle. Whether or not it's like this on the real aircraft I have no idea, it just seems to be a strange mistake for Pro Resin to make and without more information I left it alone. A little reshaping is necessary around the wingroots, as well as some



filler for the wing/fuselage joint. The tailplanes also need some work to blend in with the rear pod section of the fuselage.

Colour Options

Just the one, 'midnight blue'. I used Xtracolor Gloss Sea Blue (X121), all other colours being from Humbrol's extensive range. As for the decals, you get one set including stencils for the first aircraft of this type (only three XF15C-1s were built). The decals are well printed with perfect register with

a matt finish, and were subject to silvering.

Conclusion

The quality of the moulding is excellent, the fit exceptional and it's easy to build, which goes to show that a lot of thought has gone into this model. The only things that let the kit down are the decals and that misshapen cowl.

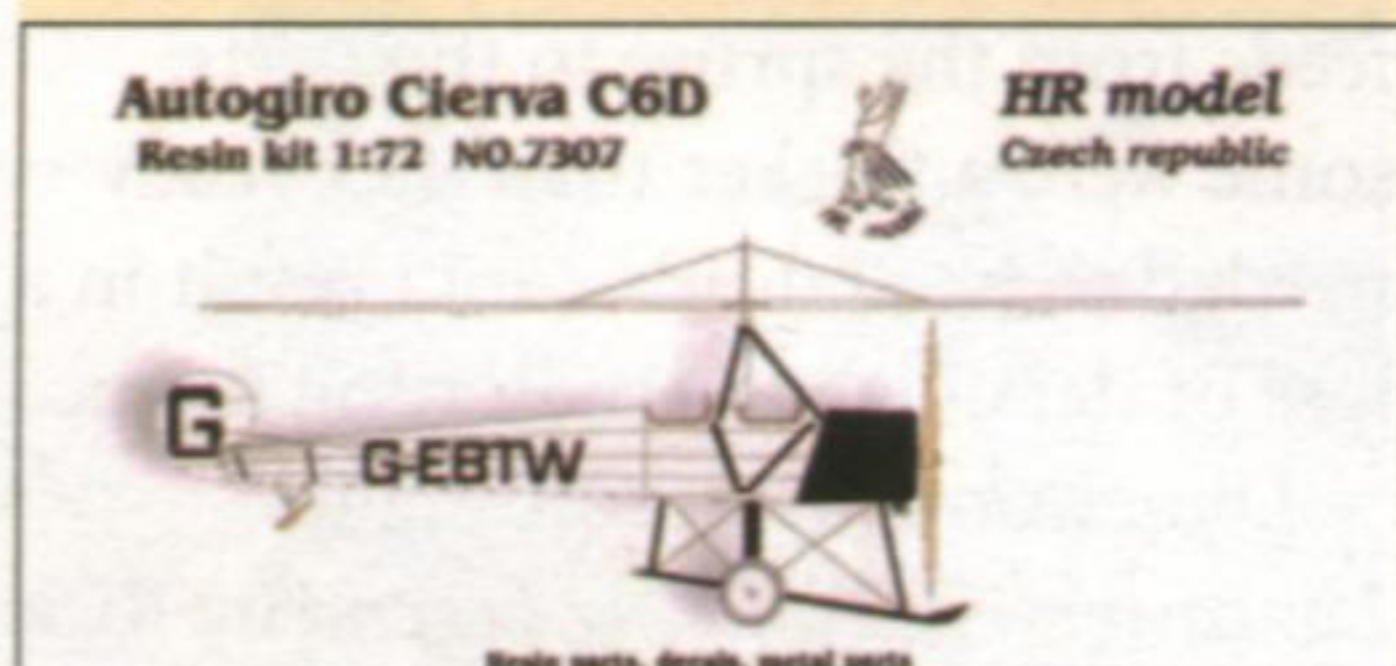
Tim Large

The Kit

The resin parts are beautifully cast in a sand yellow coloured soft resin. There

**HR model Cierva C.6D Autogiro****Technical Data**

Scale: 1/72nd
 Kit No: 7307
 Price: £TBA
 Panel Lines: Recessed
 Status: New Tooling
 Type: Resin & Etched Brass
 Parts: Resin 40, Etched 29
 Decal Options: 1
 Manufacturer: HR Model
 UK Importer: Hannants

**The Kit**

This is an old-fashioned style resin kit with rather crudely moulded parts, most of which are very small and cast onto a thin skin of resin containing a number of pinholes. A small etched fret is included for cockpit details, plus printed plastic film instrument panels and a small, well-printed decal sheet. The instructions contain a scale plan, type history, colour details and very brief assembly instructions.

Construction

The first job is to study the scale plans and work out which parts go where, and which parts are not used at all

(you will have some leftover Avro 504 components). Pinholes in the tail struts and main undercarriage axle made these parts unusable, so I replaced them with plastic rod.

After this unpromising start I found that the kit built quite well. I was particularly impressed with the wire-reinforced rotorblades, but unfortunately the hub itself was useless, with no location points for the heavy blades. I made a new one out of plastic tube and rod — not 100% accurate, but at least I was able to finish the kit.

I used Halfords spray aluminium paint for the silver finish and Humbrol black for the details.

Accuracy

The finished model corresponds well to the scale plan provided, although

the rotor blades look a bit too long to me. This could easily be rectified with a little sanding.

Colour Options

One, for G-EBTW in silver and black. The decal sheet is well printed and easy to use, with no real need for setting solutions.

Conclusion

At first I was not too impressed with this kit. As I got into it I began to enjoy it and was very pleased with the final result, but I can only recommend it to those with the time and patience to spend getting a good result.

Michael Cook



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Kit of the Month

Eduard

ETCH 1/32ND SCALE

32142	Ki-84 Hayate ext (has)	£14.25
32542	Ki-84 Hayate int (has)	£12.50
32548	F-16CJ Falcon Ejection seat (aca)	£5.50

ETCH 1/48TH SCALE

48507	Su-27 Flanker B ext (aca)	£9.99
49304	N1K2-J George (has)	£9.99
49310	Bf 110G-2 (rev)	£14.25
49313	Su-27 Flanker B int (aca)	£12.50
49317	Bf 109f-2 (has)	£12.50
49328	Bf 109G-10 (has)	£12.50
49332	Fiat CR42 (ita)	£9.99
49333	P-40N Warhawk (has)	£12.50

MASK 1/48TH SCALE

EX028	Mosquito Mk IV (tam)	£3.99
EX029	Mosquito FB Mk VI/NF Mk II (tam)	£2.99
EX068	P-51A Apache (acc)	£2.50
EX127	G4M Betty (tam)	£3.99
EX128	Spitfire Mk XIV (aca)	£2.50
EX129	Lancaster (tam)	£5.00
EX130	Bf 109E-4/7 (tam)	£2.50
EX502	Masking stripes 2-3-5mm	£2.50

1/48TH ZOOM

FE304	N1K2-J George (has)	£7.50
FE310	Bf 110G-2 (rev)	£9.99
FE317	Bf 109f-2 (has)	£7.50
FE328	Bf 109G-10 (has)	£7.50
FE332	Fiat CR42 (ita)	£7.50
FE333	P-40N Warhawk (has)	£7.50

MASK 1/72ND SCALE

CX011	AV-8B Harrier (has)	£2.50
CX013	B-24D Liberator (aca)	£3.99
CX094	H-19/S-55 (its)	£2.99
CX107	D4Y Judy (fuji)	£2.50
CX108	F-117 Nighthawk (has)	£2.50
CX109	A-37 Dragonfly (aca)	£2.50
CX110	P-47D T/Bolt (aca)	£2.50
CX111	F4U-1 Corsair (aca)	£2.50

MASK 1/32ND SCALE

JX013	Tornado (rev)	£5.00
JX019	Mig-15 (tru)	£3.99
JX020	Mig-17 (tru)	£3.99
JX030	F-14A Tomcat (tam)	£5.00

Books

Phone for details



NEW BOOKS FROM 4+

FP22	Hawker Hunter Mk VI	£TBA
FP21	Mig 19P & PM Farmer B/D	£11.50
FP20	Westland Welkin	£9.80
FP19	Spad S.VII Book	£11.50
FP18	Book on DC-2 (100 pgs)	£22.50

IN STOCK

Vickers Wellington	£19.50
Westland Wyvern	£9.80
Westland Whirlwind book	£7.50
Fairey Fulmar	£7.50
Mig-19	£9.80
Mig-29	£9.50
Su-25	£11.75
Mig-15	£12.50
Seahawk	£8.00
Miles Magister	£6.50
Westland Lysander	£7.50
Hawker Tempest	£7.50

New and recent items

MODEL KIT

8131	Fokker D-VII OAW	£19.99
1113	P-40 N / M (ltd)	£24.95
BIG4831	SU-7	(kop) £24.95
BIG7218	P-47D-20 T/Bolt	(tam) £19.99

BIG ED ETCH SETS

BIG4832	Bf 109E-4/7 (tam)	£phone
BIG3223	F-105G T/chief (tru)	£phone

1/72ND ZOOM

SS267	Fw 190A-8	(aca) £9.99
SS268	Fw 190F-8	(has) £9.99
SS271	Harrier Gr MkV	(has) £6.50

Aires

1/48TH DETAIL SETS

4215	Fw190A-3 Detail set	(tam) £28.95
4245	F-4D Phantom II cockpit set	(has) £13.25
4246	Bf 109G-6 wheels + paint mask	(has) £4.50
4247	F4U-1 Bird cage cockpit set	(tam) £7.50
4248	Bf 109K-4 cockpit set - New tool	(has) £7.50
4249	Browning M2 .50cal electric rel.	£7.50
4250	Spitfire Mk.IXc detail set	(has) TBA
4251	Bf 109G-6 Cockpit set	(has) £7.50
4252	P-51D Mustang detail engine set	(tam) £18.99
4253	F4U-1 Corsair control surfaces	(tam) £4.50
4254	P-40 Warhawk wheel bay	(has) £5.50
4256	F-14A exhaust nozzles - varied	(has) £9.40
4255	F-4D Phantom II Cockpit	(has) £13.25
4257	P-51B/C Engine set	(tam) £18.99
4258	RA-5C Exhaust Nozzles	(tru) £9.40
4259	Ki-100-1b Cockpit	(has) £7.50
4261	F-16N Viper Cockpit	(has) £7.50

1/72ND DETAIL SETS

7120	F-8 Crusader gun bay	(aca) £7.50
7122	F-14A exhaust nozzles - opened	(has) £7.50

7123	F-15C Exhaust Nozzles	(has) £7.50
7124	Mig-29A exhaust nozzles	(has) £7.50
7125	F-14A exhaust nozzles - varied	(has) £7.50
7127	Allison V-1710-85 engine	£5.50
7128	F-4E,F,J,G,EJ,S exhaust nozzles	£7.50
7129	Bf 109E control surfaces	(tam) TBA
7130	F-16C Cockpit	(has) £5.50
7131	F-16 wheel bay	(has) TBA
7132	F-16 radar antenna	(has) TBA
7133	RA-5C Exhaust Nozzles	(tru) £7.50
7134	German 20mm Cannon MGFF	£1.85
7137	F/A-18 Hornet Radar	(has) £4.50
7139	Browning M2 .5 Cal wing mount	£4.50

1/32ND DETAIL SETS

2008	Bf 109G detail set	(has) TBA
2021	F4U-1 Corsair cockpit set	(tru) TBA
2027	He 162A-2 cockpit & wheel bay	(rev) £18.99
2033	He 162A-2 detail set	(rev) TBA
2035	F/A-18C Cockpit	(aca) £17.25
2036	F/A-18 Exh Nozzles open	(aca) £13.25
2037	F/A-18 Exh Nozzles cl	(aca) £13.25
2039	Fw190A-8 wheel Bay	(has) £7.75

WINGZ

WG0005	European Airfield Base	£15.50
WG0007	Luft Airfield Equipment	£19.50

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SB2U-3 'Vindicator'
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RMX5519 1/48
F/A-18E Super
Hornet \$ 15.35



S048032 1/48
F2A3 Buffalo Battle
of Midway
\$ 38.20



HA07238 1/48
F/A-18F Super
Hornet
\$ 48.70



AMI480200 1/48
SB2U-1 Dive
Bomber S.4
\$ 28.45



CC4101 1/48
Brewster F2A-1
Buffalo
\$ 33.70

Accessories

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Eduard Masks

The release of the new-style Eduard masks continues apace, and once again this month's releases cover both the latest state of the art and more elderly kits in all three major scales.

1/72 Scale

Messerschmitt Bf 109E-4

Product No: CX 010

Designed for: Tamiya 60755

Type: Mask

B-17G Flying Fortress

Product No: CX 015

Designed for: Hasegawa

Type: Mask

NA RA-5C Vigilante

Product No: CX 037

Designed for: Trumpeter kit 01616

Type: Mask

Messerschmitt Me 262A Schwalbe

Product No: CX 076

Designed for: Revell

Type: Mask

Fieseler Fi 156 Storch

Product No: CX 077

Designed for: Academy

Type: Mask

Focke-Wulf Fw 190A

Product No: CX 078

Designed for: Hasegawa

Type: Mask

P-47D-25 Thunderbolt

Product No: CX 079

Designed for: Academy

Type: Mask

Messerschmitt Bf 110

Product No: CX 080

Designed for: Italeri

Type: Mask

F-104 Starfighter

Product No: CX 081

Designed for: Hasegawa

Type: Mask

Westland Sea King Mk 41

Product No: CX 082

Designed for: Revell

Type: Mask

P-47D-20 Thunderbolt

Product No: CX 083

Designed for: Hasegawa

Type: Mask

B5N Kate

Product No: CX 084

Designed for: Hasegawa

Type: Mask

Henschel Hs 129

Product No: CX 085

Designed for: Italeri

Type: Mask

GD F-III Aardvark

Product No: CX 086

Designed for: Hasegawa

Type: Mask

Lockheed P-38 Lightning

Product No: CX 087

Designed for: Academy

Type: Mask

1/48 Scale

Spitfire Mk VIII/IX

Product No: EX 013

Designed for: Hasegawa

Type: Mask

NA P-51B Mustang

Product No: EX 034

Designed for: Tamiya

Type: Mask

Douglas A-20 Havoc

Product No: EX 064

Designed for: AMT kit

Type: Mask

Spitfire Mk V

Product No: EX 066

Designed for: Hasegawa

Type: Mask

NA RA-5C Vigilante

Product No: EX 069

Designed for: Trumpeter

Type: Mask

Mitsubishi F-1

Product No: EX 081

Designed for: Hasegawa kit 07235

Type: Mask

Brewster F2A Buffalo

Product No: EX 084

Designed for: Classic Airframes

Type: Mask

Lockheed P-38 Lightning

Product No: EX 098

Designed for: Academy

Type: Mask

NA F-86F Sabre

Product No: EX 099

Designed for: Academy

Type: Mask

Gloster Meteor F Mk I

Product No: EX 100

Designed for: Tamiya

Type: Mask

Dornier Do 335A Pfeil

Product No: EX 101

Designed for: Tamiya

Type: Mask

NA P-51D Mustang

Product No: EX 102

Designed for: Hasegawa

Type: Mask

Dornier Do 217E

Product No: EX 103

Designed for: Revell/Monogram

Type: Mask

Sukhoi Su-27 Flanker

Product No: EX 104

Designed for: Academy

Type: Mask

Martin B-26 Marauder

Product No: EX 105

Designed for: Revell/Monogram

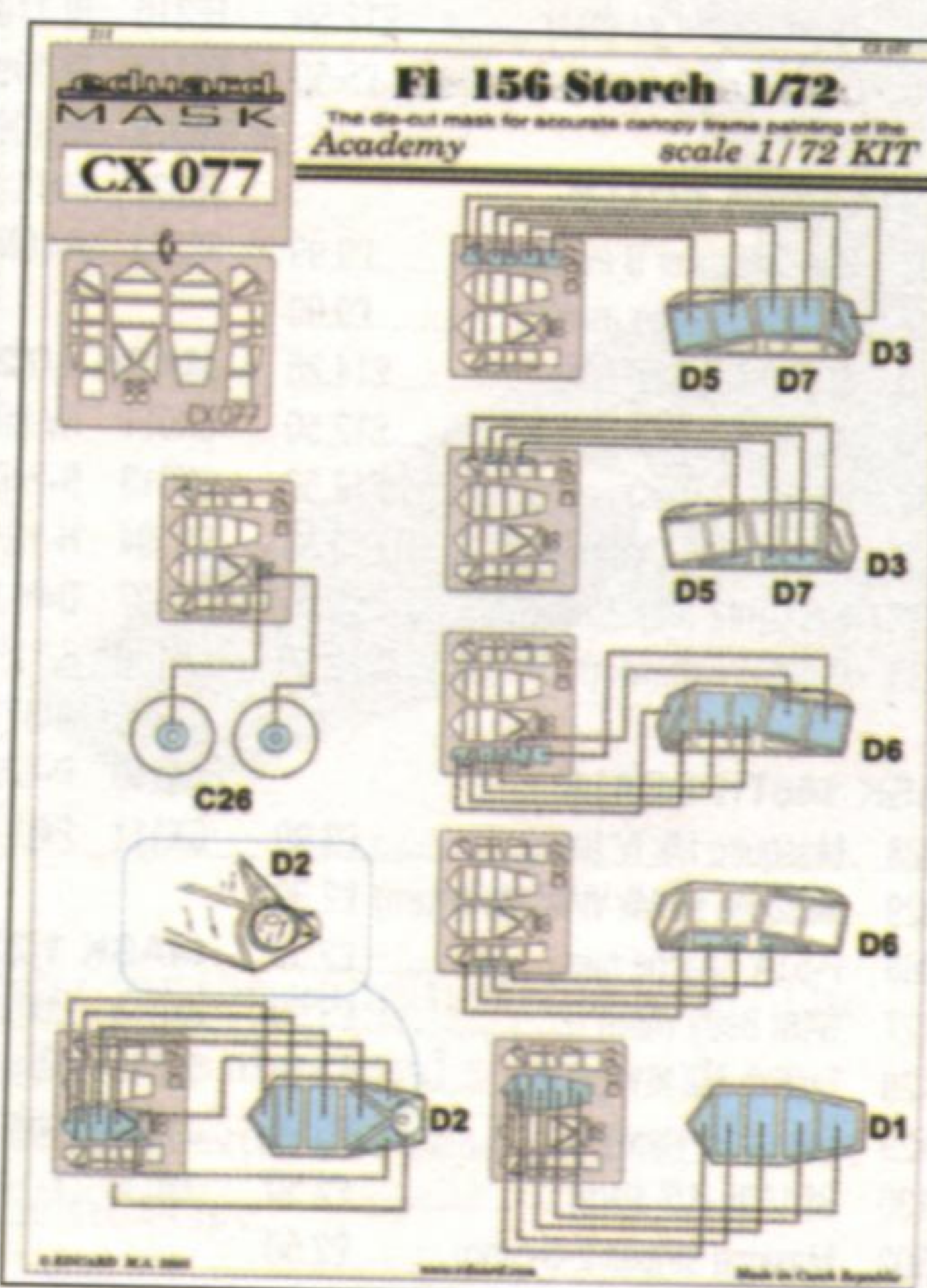
Type: Mask

McDonnell F-101 Voodoo

Product No: EX 108

Designed for: Revell/Monogram

Type: Mask



Fieseler Fi 156 Storch

C6N Saiun/Myrt

Product No: EX 109

Designed for: Hasegawa

Type: Mask

Ki-46 III KAI Dinah

Product No: EX 112

Designed for: Tamiya

Type: Mask

Curtiss P-40N Warhawk

Product No: EX 113

Designed for: Hasegawa

Type: Mask

Mitsubishi T-2

Product No: EX 114

Designed for: Hasegawa 07237 kit

Type: Mask

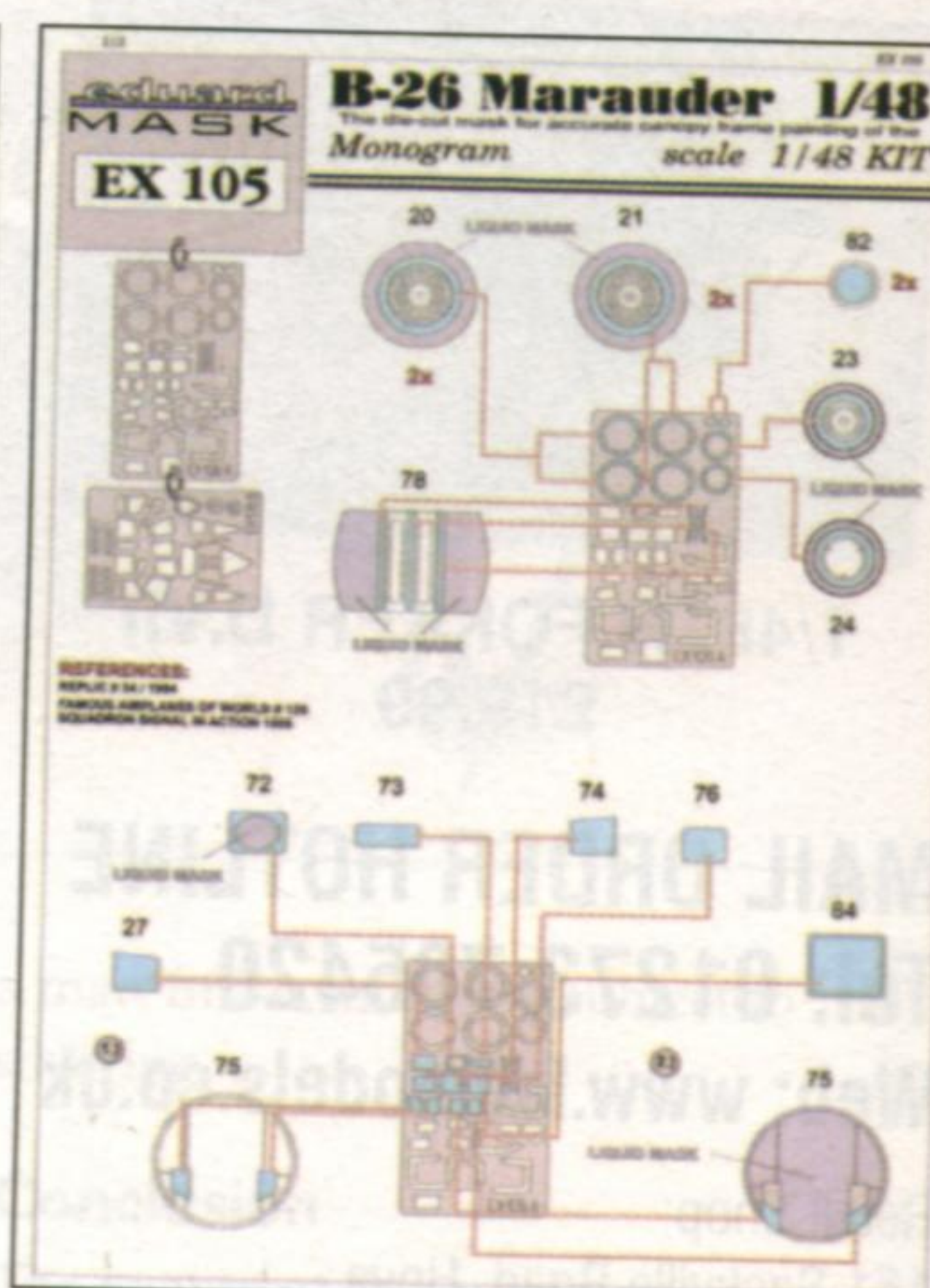
1/32 Scale

Focke-Wulf Fw 190D

Product No: JX 005

Designed for: Hasegawa

Type: Mask



Martin B-26 Marauder

MiG-19S

Product No: JX 006

Designed for: Trumpeter Type: Mask

Bell UH-1N Gunship

Product No: JX 035

Designed for: Panda Models kit 35 009

Type: Mask

Focke-Wulf Fw 190F-8

Product No: JX 039

Designed for: Hasegawa

Type: Mask

Messerschmitt Bf 109G-14

Product No: JX 040

Designed for: Hasegawa

Type: Mask

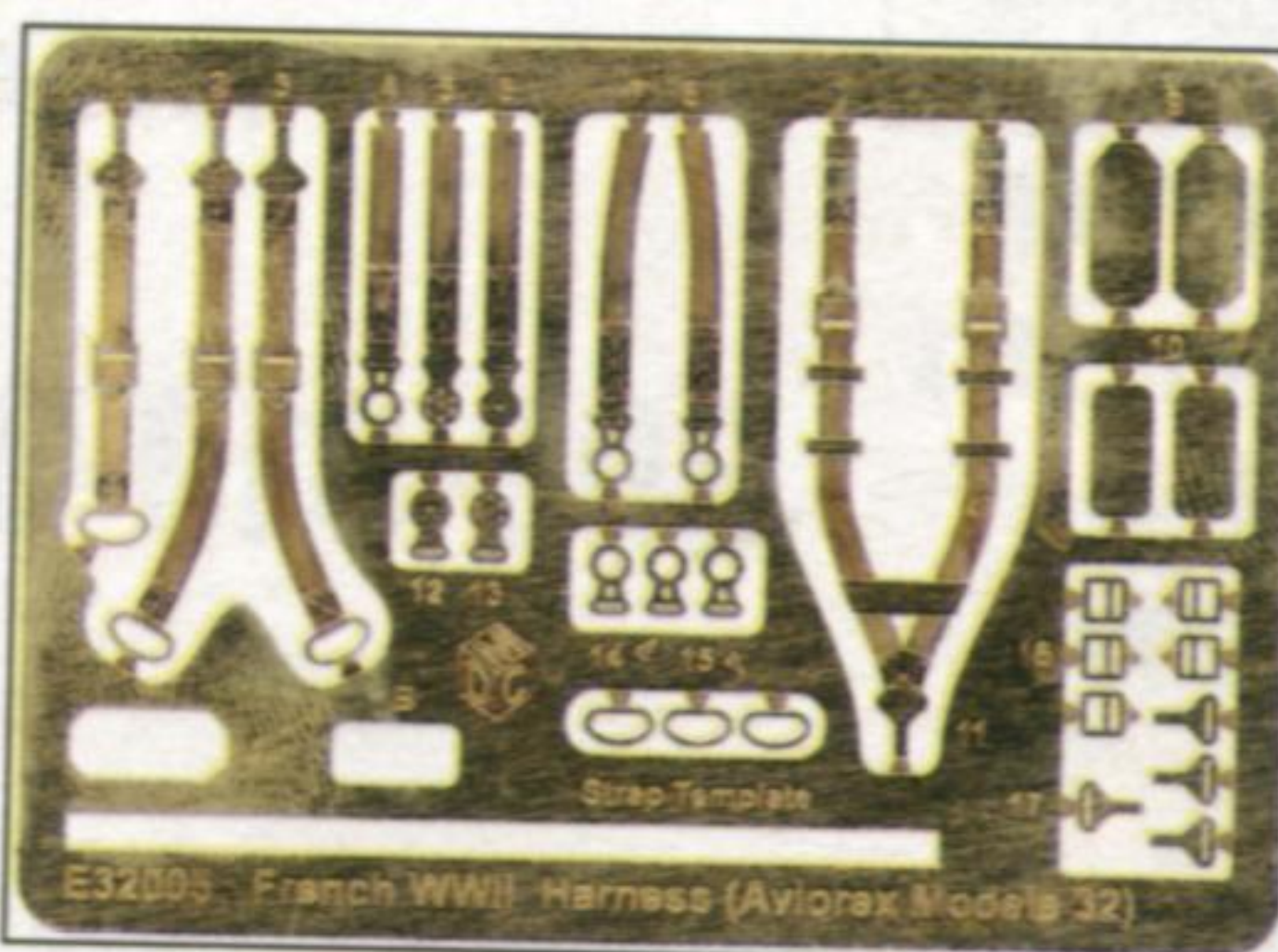
Conclusion

At a cost between £1.80 and £3 a set these masks are a good option if you do not have the patience or skill to make your own. In the UK they are available from Hannants and LSA Models.

Many thanks to Eduard for supplying the review samples.

Model Design Construction

The latest etched brass release from MDC is a small set which supplies a 1/32 scale seatbelt for French aircraft of WW2. You get a traditional brass seatbelt, or buckles and a brass template with which to cut straps from lead foil or similar. A small resin locking buckle is also included.



French WW2 Aviorex 32 Harness

Scale: 1/32

Product No: E32006

Type: Accessory, Etched Brass and Resin

Parts: 29 brass, 1 resin

Price: £3.50

Conclusion

A good value accessory and a timely release with the at least three new large-scale kits for French aircraft due this year, in addition to last year's Azur Dewoitine D520.

Many thanks to MDC for the review sample.

Up North

The Heller 1/48 scale Mirage IV has been around for at least 25 years and has recently been reissued with parts to produce the IVP variant. It makes up into a large and impressive model, but it is rarely seen on show tables. This might just change as MDC are UK importers for Up North, a new French manufacture whose first two releases are designed to bring that Heller kit up to modern standards.

1/48 Scale

Mirage IV Scribing Set

Product No: SCR48001

Designed for: Heller

Type: Accessory, Brass

Parts: 8

The most dated aspect of the Heller Mirage IV is its raised panel lines and the many complex panel shapes. This set provides eight frets of brass templates with which to completely rescribe the model. The small instruction sheet supplies a comprehensive plan of the aircraft, with clear guidance as to which template to use on each part of the airframe. The templates,

and some Dymo tape for the straight panel lines, make it relatively easy to get a good result, especially as the soft plastic used by Heller is very easy to scribe. A bonus is a small etched fret which supplies two canopy mirrors and two raised panels for the Mirage IVP.

Mirage IVA/P 1966-2005

Product No: UND48001

This comprehensive decal sheet supplies enough markings to produce any Mirage IV in operational service. The instructions feature a colour sheet with side- and plan-views for aircraft in the three schemes used on the type. On the rear of the header card are a type history and a list of all R/T callsigns and individual aircraft serials. The decal sheet includes squadron badges, code numbers, complete stencilling for one aircraft and a set of low- and high-viz roundels. They are nicely printed and in perfect register. The six options illustrated on the instructions are:

1963-1975 in overall natural metal:

1. Mirage IVA No 9/EB1/91, nuclear tests, South Pacific, 1968.
2. Mirage IVA No 5/EB3/91, bombing campaign, Solezara, 1975.

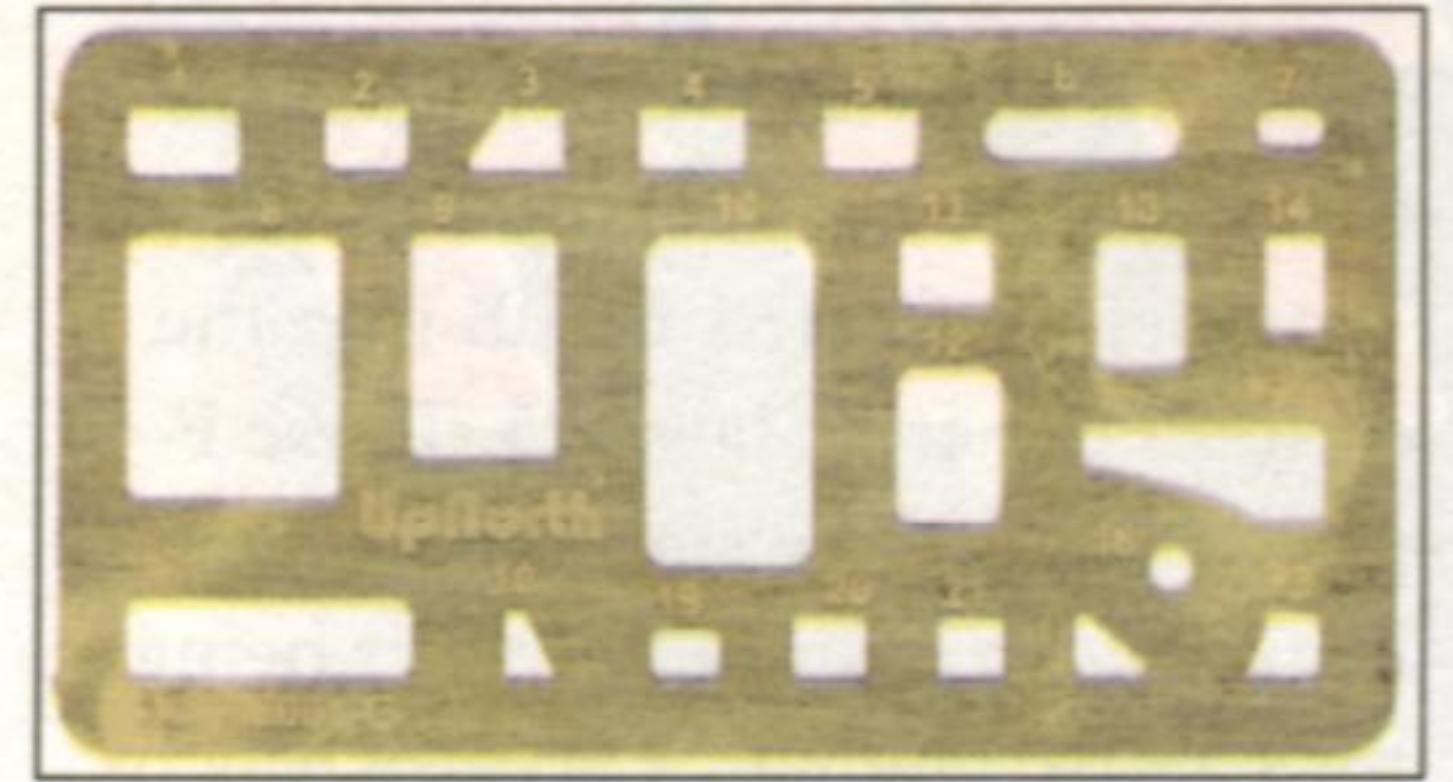
1975-1987 in dark green/grey camouflage:

3. Mirage IVA, No 4.

1987-2005 in lo-viz camouflage

4. Mirage IVP No 49/ERS2/91, Bretagne 1996.
5. Mirage IVP No 48/ERS1/91, Gascogne, 1998

A sixth choice is option 5 with cameras draped around the lions' necks on the squadron badge. These were applied when the Mirage IV was tasked exclusively with reconnaissance operations.



Mirage IV Scribing Set

Conclusion

A great start from Up North. The scribing template is ingenious and makes a good introduction to the black art of rescribing, a simple enough technique that once mastered opens up a whole range of previously undesirable kits. And of course the shapes on the templates will be useful on other subjects once you have finished your Mirage. The decals are highly recommended. Those in the early Heller kits are unusable and although those in the current issue (Mirage IVP) are better, these ones are far superior in both colour and ease of application.

The Scribing Set costs £6.90 and the decals £7.60 and are available in the UK from MDC, whom I thank for supplying us with the review samples.

Part

Another five brass sets from this Polish manufacturer. This month's releases feature some of the most delicate and subtly etched brass I have ever seen. You will need a really light touch with the paintbrush to avoid filling all that lovely detail.

1/72 Scale

B-25 Mitchell Bomb Bay

Scale: 1/72

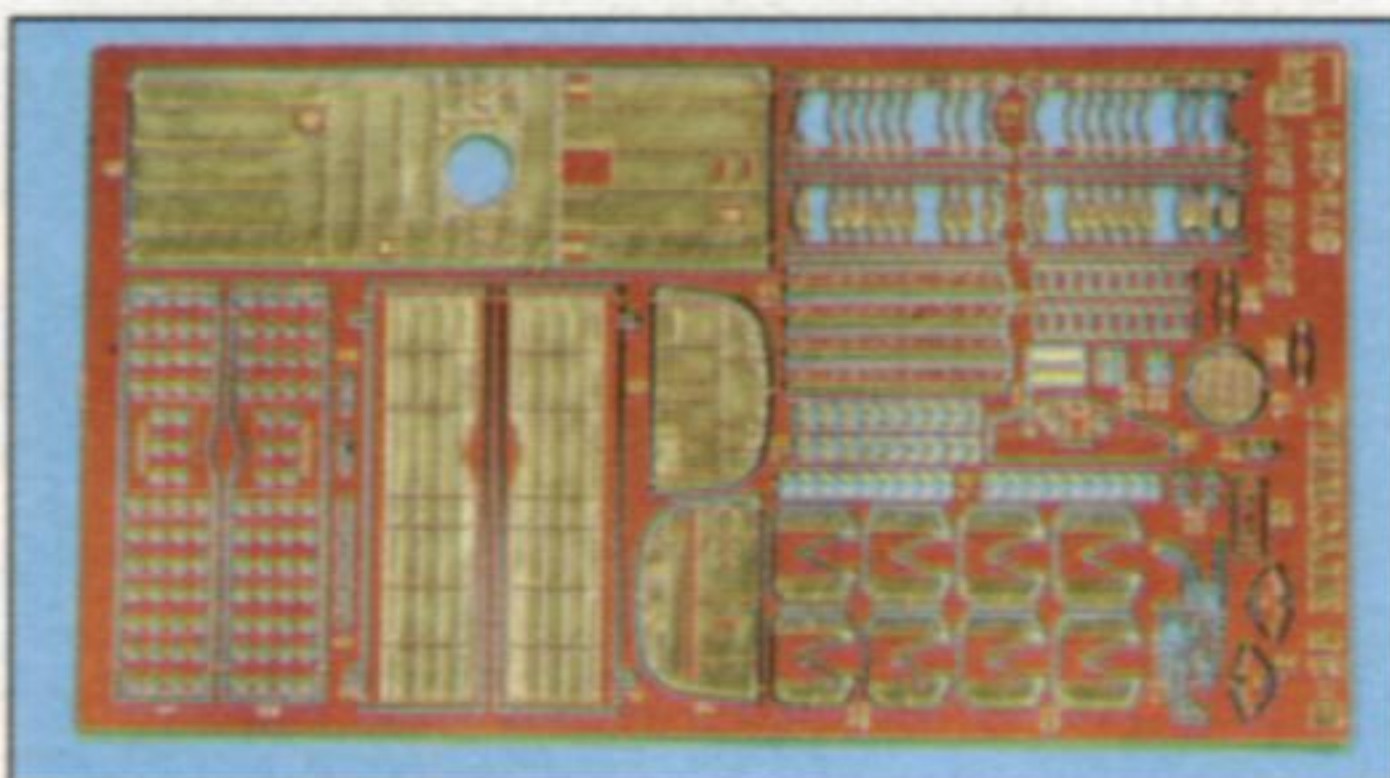
Product No: 72-231

Designed for: Hasegawa

Type: Accessory, Etched Brass

Price: TBA

This set supplies parts to detail the bomb bay on Hasegawa's Mitchell. You start construction with the bomb bay roof and bulkheads to which the brass parts will add a lot of detail. The most complicated parts of this set are the beams that support the bombs and their associated shackles. Some careful folding is required, and a brass folding tool will be most useful. You get complete



B-25 Mitchell Bomb Bay

replacement bomb bay doors in scale thickness which will vastly improve the look of the finished model, as will the replacement fins and fuses for the bombs.

Vought F-8E Crusader

Scale: 1/72

Product No: 72-232

Designed for: Academy

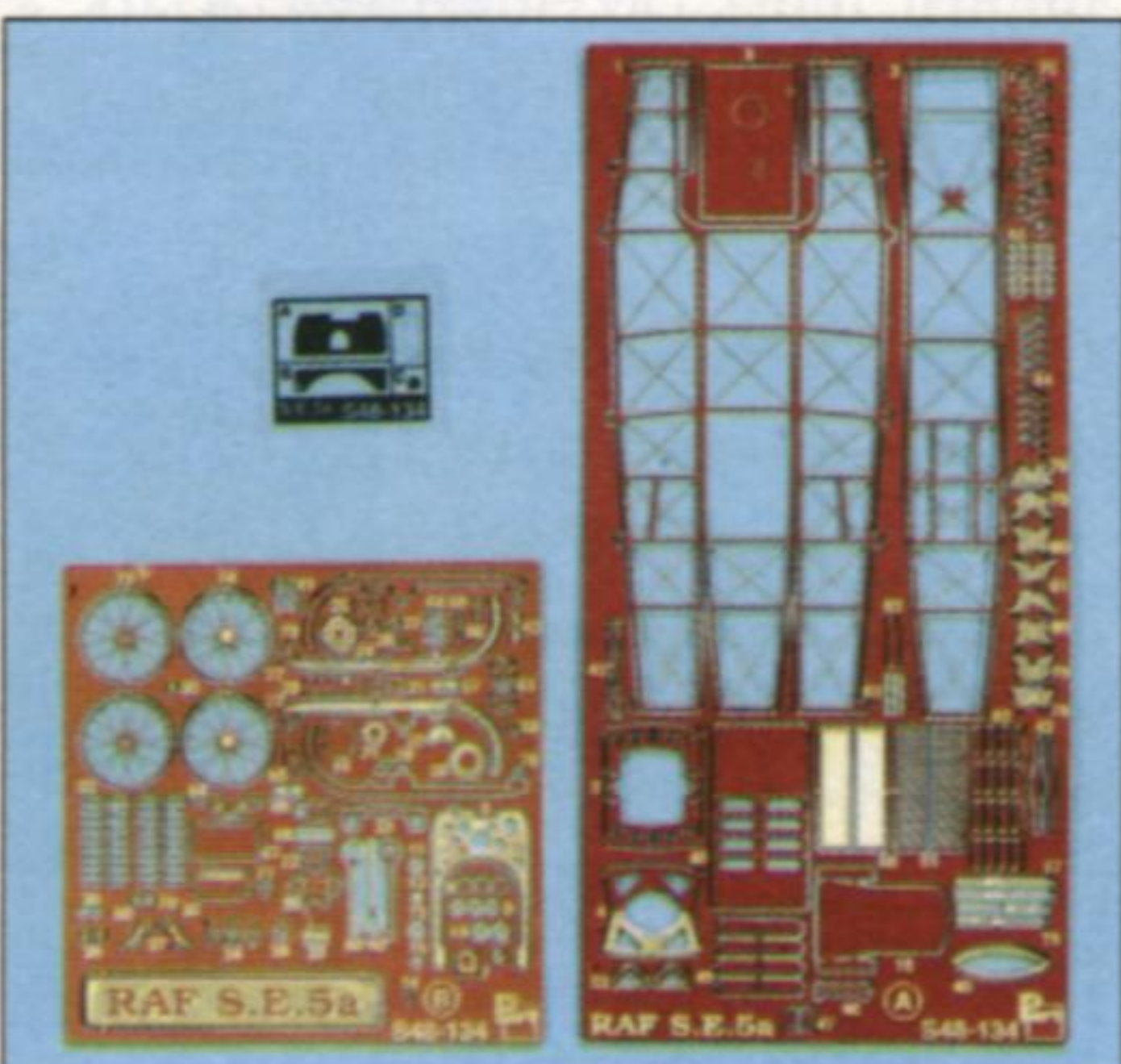
Type: Accessory, Etched Brass and Photographic Film

Price: TBA

This set comprises cockpit details including a new instrument panel and sidewall details, plus replacement seatbelts and ejection seat pull handles. Most of the brass forms a complete set of undercarriage and refuelling bay doors of scale thickness. The set is completed by a set of canopy mirrors and a footstep.



Vought F-8E Crusader



S.E.5a

1/48 Scale

Three sets for Great War subjects, each including a framework interior to which you add numerous details such as trim wheel, throttle lever and instrument panel. All sets also contain a set of exquisite wire wheels.

Bristol F.2B Fighter

Scale: 1/48 Product No: 48-133

Designed for: Roden

Type: Accessory, Etched Brass and Photographic Film

Price: TBA

S.E.5a

Scale: 1/48 Product No: 48-134

Designed for: Roden

Type: Accessory, Etched Brass and Photographic Film

Price: TBA

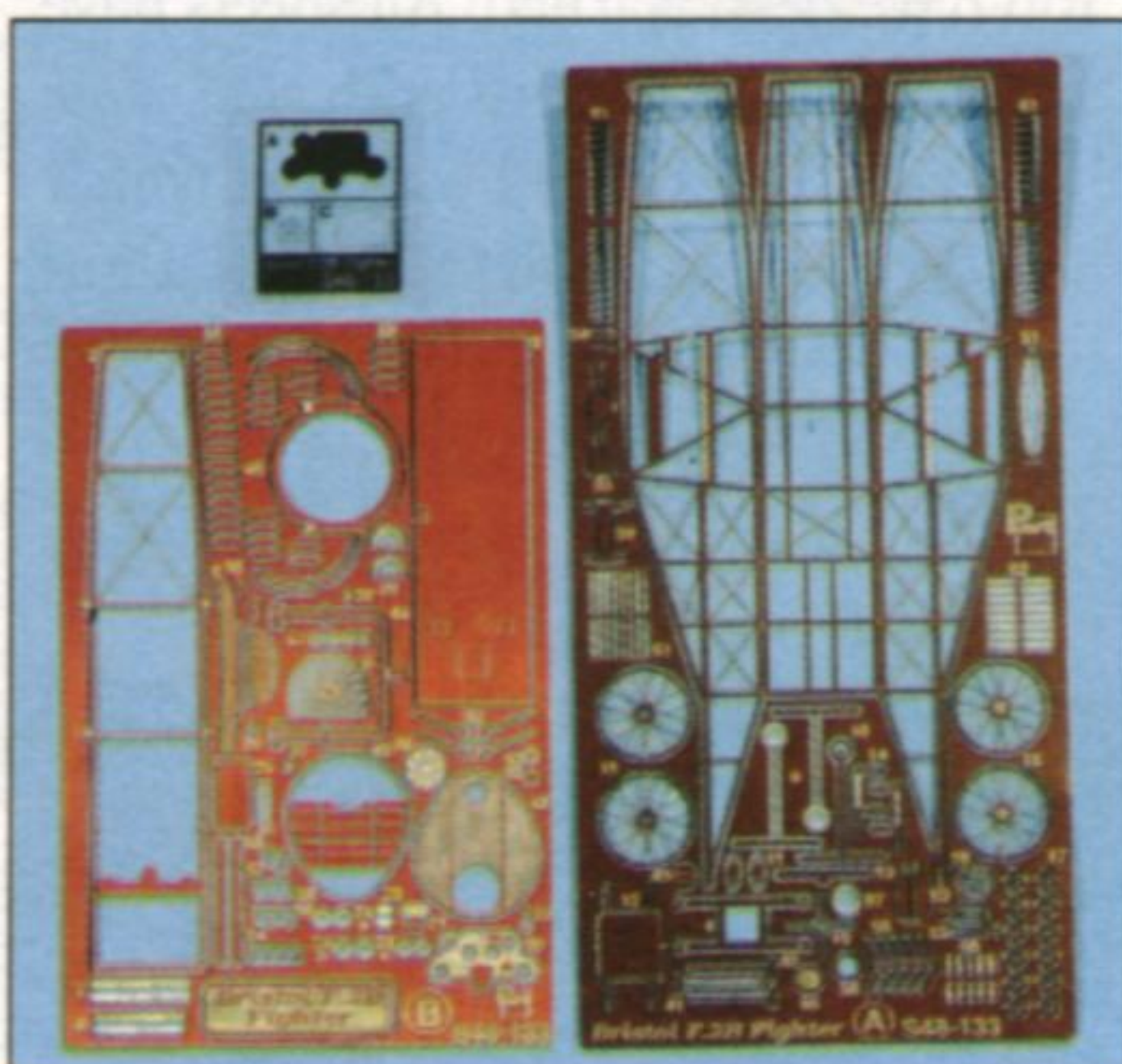
Nieuport 28C1

Scale: 1/48 Product No: 48-135

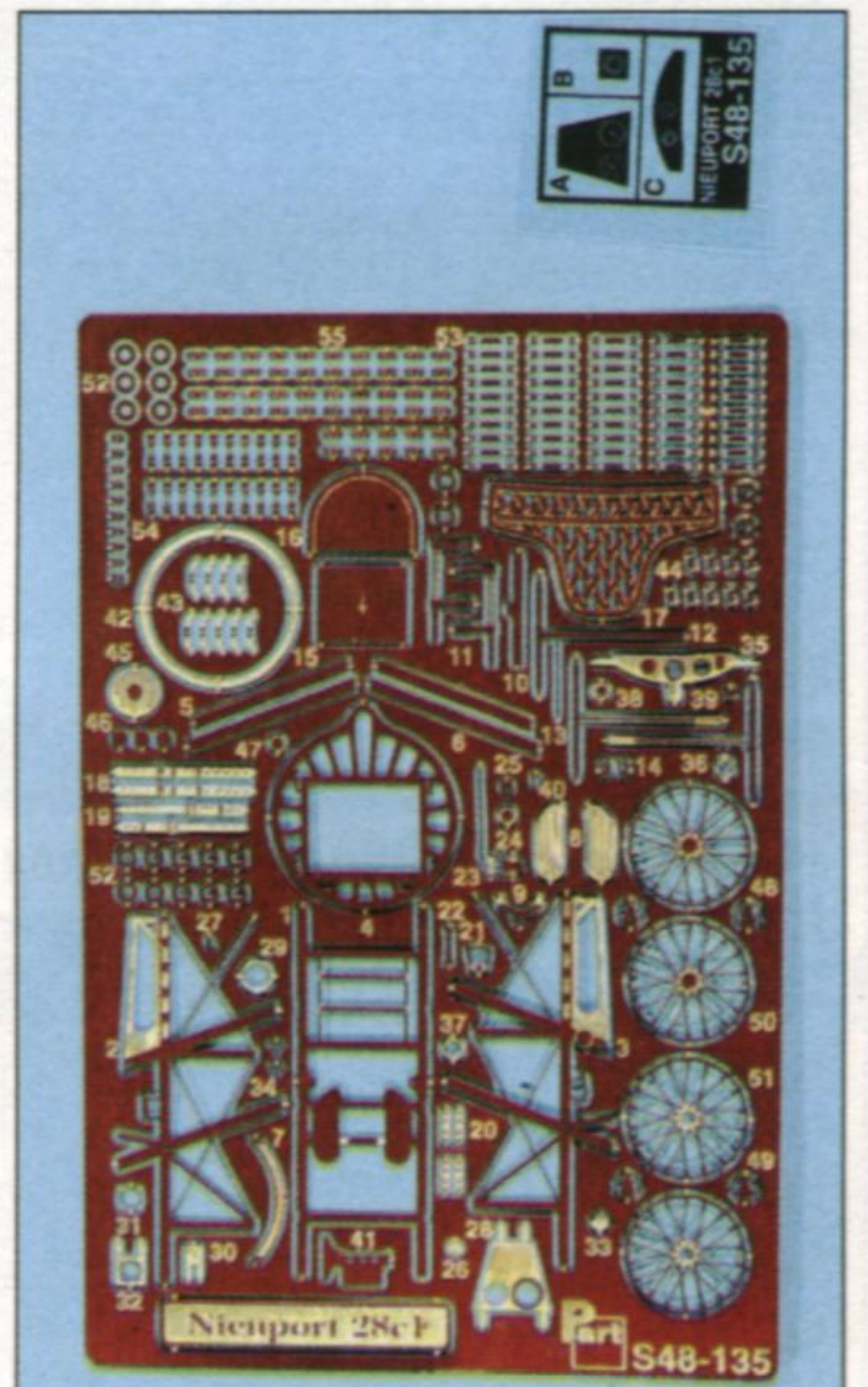
Designed for: Roden

Type: Accessory, Etched Brass and Photographic Film

Price: TBA



Bristol F.2B Fighter



Nieuport 28C1

Conclusion

Some skill will be needed to get the most from these sets due to the small and delicate nature of many of the parts. A brass folding tool will also be very helpful in constructing some of the more complicated shapes. WWI subjects are well suited to the use of etched brass, which will add a level of delicate detail that is impossible to produce in other material.

In the UK the complete range of Part etched brass is available from Aeroclub. For other countries visit www.part.pl for a supplier.

Many thanks to Parts distributor Jadar-Model for the review sample.

Cutting Edge Radial Hawks Conversion, Decals and Masks

This review covers multiple sets that Cutting Edge have released to convert Trumpeter's Curtiss P-40B into the earlier P-36 and Hawk 75. These P-40 predecessors were similar in many respects, the main differences being their radial engines. The easy way to identify the various types is that if it has a smooth cowling it's a short-nose Hawk 75 with Wright R-1820 Cyclone engine. The long-nose Hawk 75 and P-36C were fitted with the larger Pratt & Whitney R-1830 Twin Wasp and had longer-chord, slightly smaller diameter cowlings with cowl flaps and two prominent bulges on the top which housed the machine gun ports. The other principal differences between the radial-engined Hawks and the later inline versions are the rear window and the bulged tailwheel fairing.

First, the resin conversions.

Hawk 75 (short nose)

Scale: 1/32

Product No: CEC32151

Designed for: Trumpeter

Type: Accessory

Parts: 3 Clear Resin, 21 Resin, 26 Injection Moulded, 1 Mask

Price: £49.99

P-36C Hawk 75 (long nose)

Scale: 1/32

Product No: CEC32148

Designed for: Trumpeter

Type: Accessory

Parts: 3 Clear Resin, 21 Resin, 18 Injection Moulded, 1 Mask

Price: £52.99

Both sets are similar so I will cover them together. The instructions mix black-and-white pictures and text to good effect. The first step is to carry out a few simple cuts on the Trumpeter P-40B fuselage. These are all along panel lines, so follow Cutting Edge's advice: measure twice cut once.

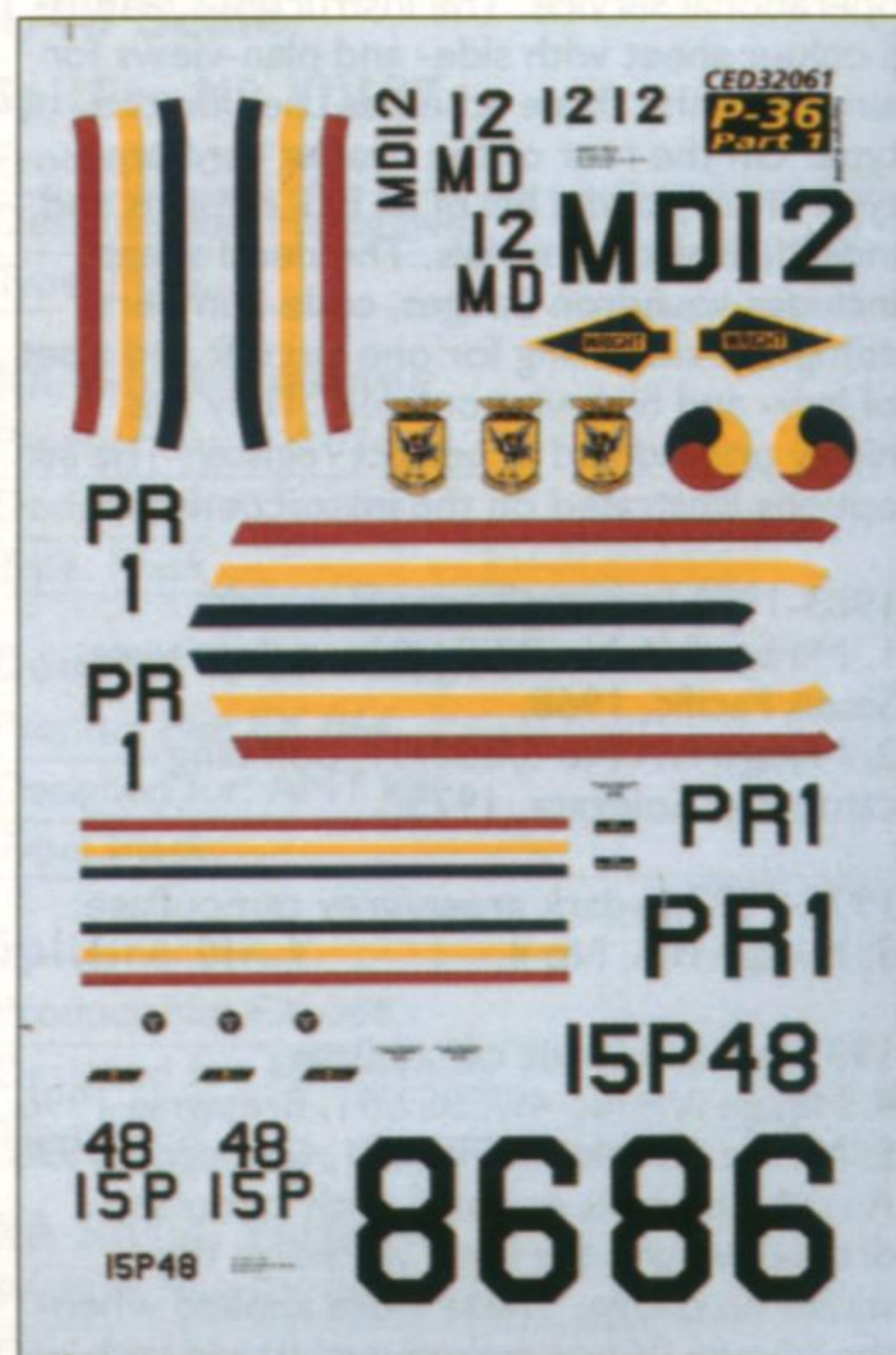
A test-fit of all the resin parts revealed no problems. The injection moulded engines are by Williams Brothers and feature a good basic level of detail to which you will have to add a scratchbuilt ignition harness. The rear fuselage sections and windshield are moulded in clear resin and are very nice; to ensure that they arrive undamaged they are individually wrapped in protective material.

The hardest part of this conversion is the wing, for which you have to separate the outer lower panels, again fortunately along a panel line. Once separated you attach these to the resin centre-section and the kit's upper wings. The final stage is to use the BlackMagic masks on the clear parts — not mentioned in the instructions — and you are ready to start painting.

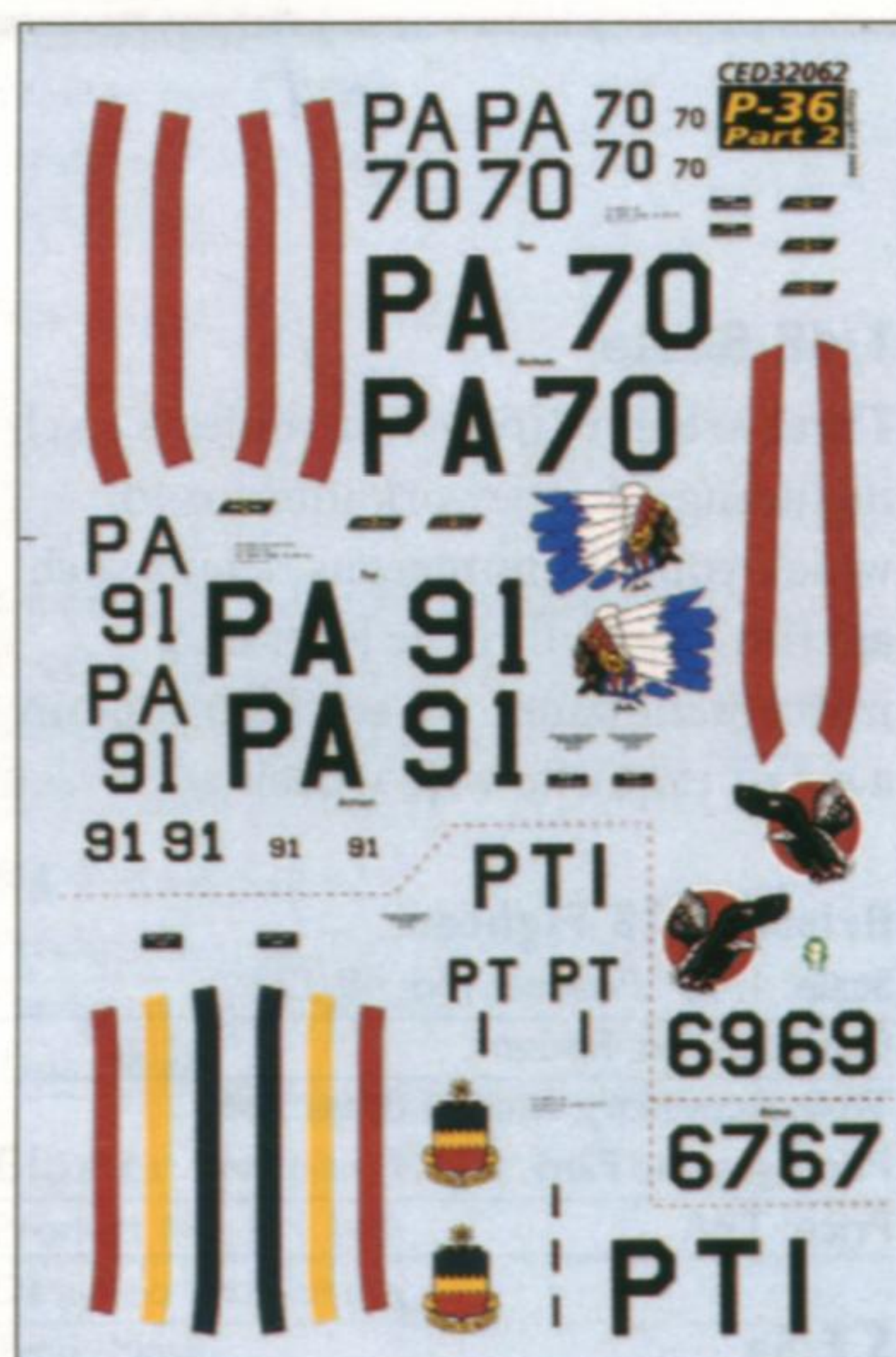
These are major conversions, but Cutting Edge's clever engineering make them quite simple and result a strikingly different model.



P-36C Hawk 75 (long nose)



CED32061 P-36 Hawks Part 1



CED32062 P-36 Hawk Part 2

Decals

To go with the resin conversion Cutting Edge have also produced four decal sheets. It's important when purchasing these items is to make sure that you have the right conversion for the right decal sheet, which is not helped by both Hawk 75 sheets having short- and long-nosed variants on the same sheet. You have been warned! All sheets have full colour instructions with side- and plan-views, combined with text which details colours and airframe variations.

CED32061 P-36 Hawks Part 1

All aircraft are natural metal with red, white and blue rudder stripes.

1. P-36A 'PR1', Major Ken Walker, Commander, 18th Pursuit Group, Wheeler Field, Hawaii, 1940. An attractive scheme with a gold cowling and fuselage band overlaid with thin yellow, blue and red stripes.

2. P-36A '12/MD', Air Material Division, Wright Field, 1939. Small Wright Field arrowhead on the fuselage.

3. P-36A '86', Lieutenant Phil Rasmussen, 46th Pursuit Squadron, 15th Pursuit Group, Pearl Harbor, 7 December 1941.

CED32062 P-36 Hawk Part 2

The first three options are in natural metal, while option 4 is in multicoloured camouflage of sand, green and white. For this option refer to the masks in the last section.

1. P-36A 'PA91', 94th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, 1939.
2. P-36A 'PA70', 94th Pursuit Squadron, 1st Pursuit Group. Aircraft of Captain H H George, Commander 94th PS, Selfridge Field, 1939.
3. P-36C, 27th Pursuit Squadron, 1st Pursuit Group. Aircraft of Major Willis R Taylor at the US National Air Races, Cleveland, Ohio, September 1939.
4. P-36A 'PT1', Captain Ross G Hoyt, Commander, 20th Pursuit Group, Moffett Field, 1939-40.

CED32063 Hawk 75 Part 1

The options on this sheet carry a wide variation in colour schemes and one set of national markings for each except option 5. This Dutch aircraft features large orange and black triangles which are not supplied as decals but as a set of BlackMagic masks so you can paint them on.

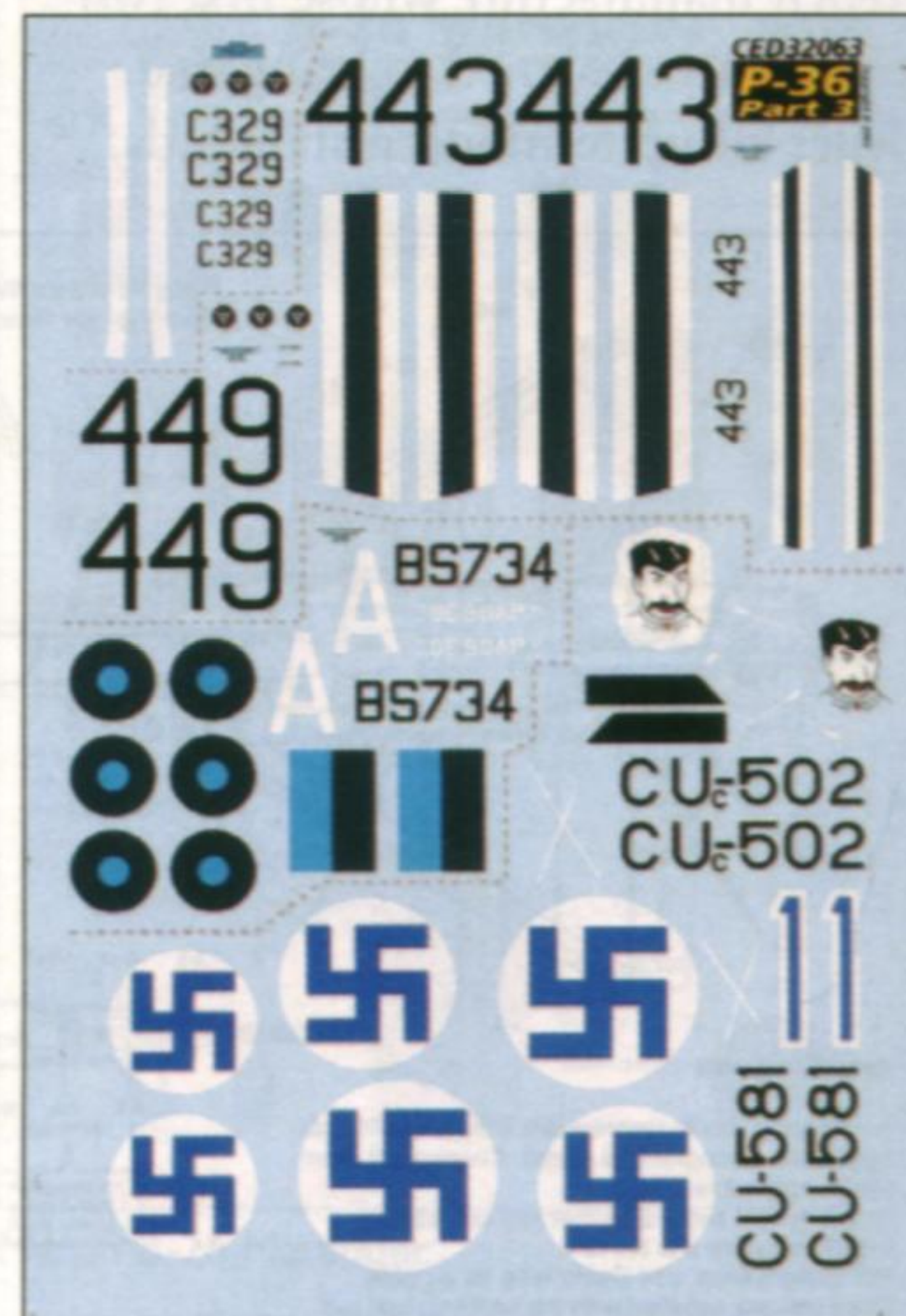
1. Hawk 75-A8 '443', Norwegian Air Force, 'Little Norway' Base Camp, Ontario Island, Canada, 1942. Green primer paint overall, with large streamlined D/F loop fairing aft of cockpit.
2. Hawk 75A-8 '449', Norwegian Air Force, Kjeller Air Base, Oslo, Norway, 1940. Natural metal overall.
3. Hawk 75A-8 CU-581, Lt Veikko Evinen, Flight Leader, 3/LeLv 32, Finnish Air Force, March 1944. Three-colour camouflage.
4. Hawk 75A-4 (long nose) CU-502, Captain Auvo Maunula, Flight Leader, 1/LeLv 12, Finnish Air Force, Joroinen, Finland, July 1941. RLM71/63 scheme.
5. Hawk 75A-7, Sergeant P C Van Breen, ML-KNIL, 1-VLG-IV. NEIAF, Maospati Air Base, Netherlands East Indies, 1941.
6. Mohawk IV BS734, Flying Officer Tim Meyer, 155 Sqn SEAC, RAF Imphal, India, December 1943. Dark Green/Dark Earth/Medium Sea Grey camouflage.

CED32064 Hawk 75 Part 2

The aircraft on this sheet are all in French camouflage colours of Gris-Bleu Clair, Beige Sablé, Kaki, Gris-Bleu Foncé, Ombre Calcinée and Vert Foncé. Fortunately these colours have just been released in White Ensign's Colourcoats paint range. This set also includes BlackMagic masks for the complicated red/yellow striped cowling



Hawk 75 (short nose)



CED32063 Hawk 75 Part 1



CED32064 Hawk 75 Part 2

and tail surfaces Vichy markings for option 1.

1. Hawk 75A-3, GC I/4, 2 Esc, Sergeant Georges Lemare (five kills), Cap-Vert, Dakar, 1942.
2. Hawk 75A-3, GC II/4, 3 Esc, Sergeant-Chef Antoine Casenobe (seven kills), 1940.
3. Hawk 75A-4 (short nose). Possibly aircraft of Lieutenant Georges Ruchoux, GC II/5, North Africa, 1940.
4. Hawk 75A-3, GC II/5, 3 Esc Lafayette Escadrille, 1940.

CEBM32086 P-36C #69 Camouflage Pattern Mask

These masks are supplied on three A4 sheets and supply complete patterns for the complicated three-tone camouflage applied to the P-36C flown at the Cleveland National Air Races, for which markings are supplied on decal sheet CED32062 reviewed above. The three A4 sides of instructions for applying these masks



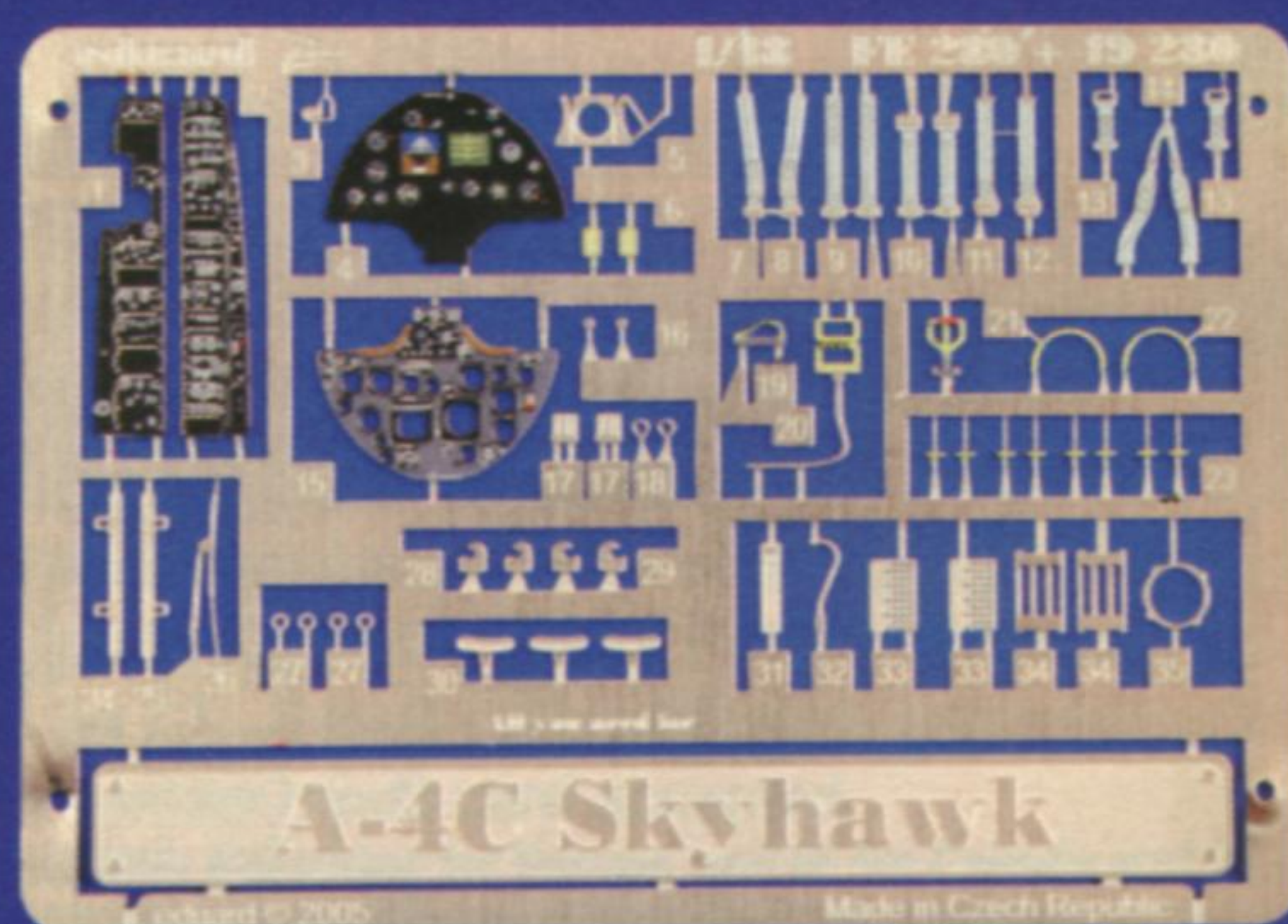
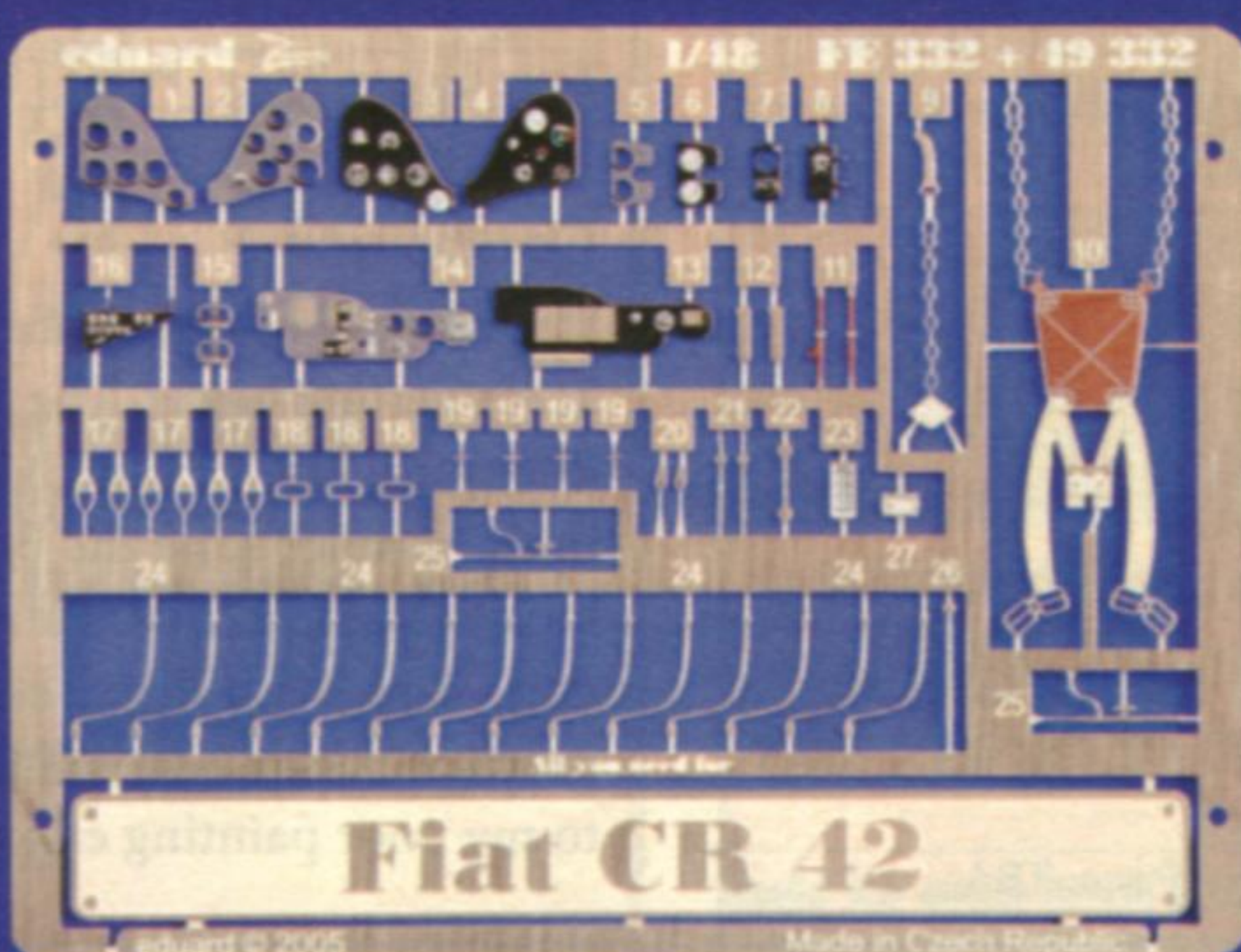
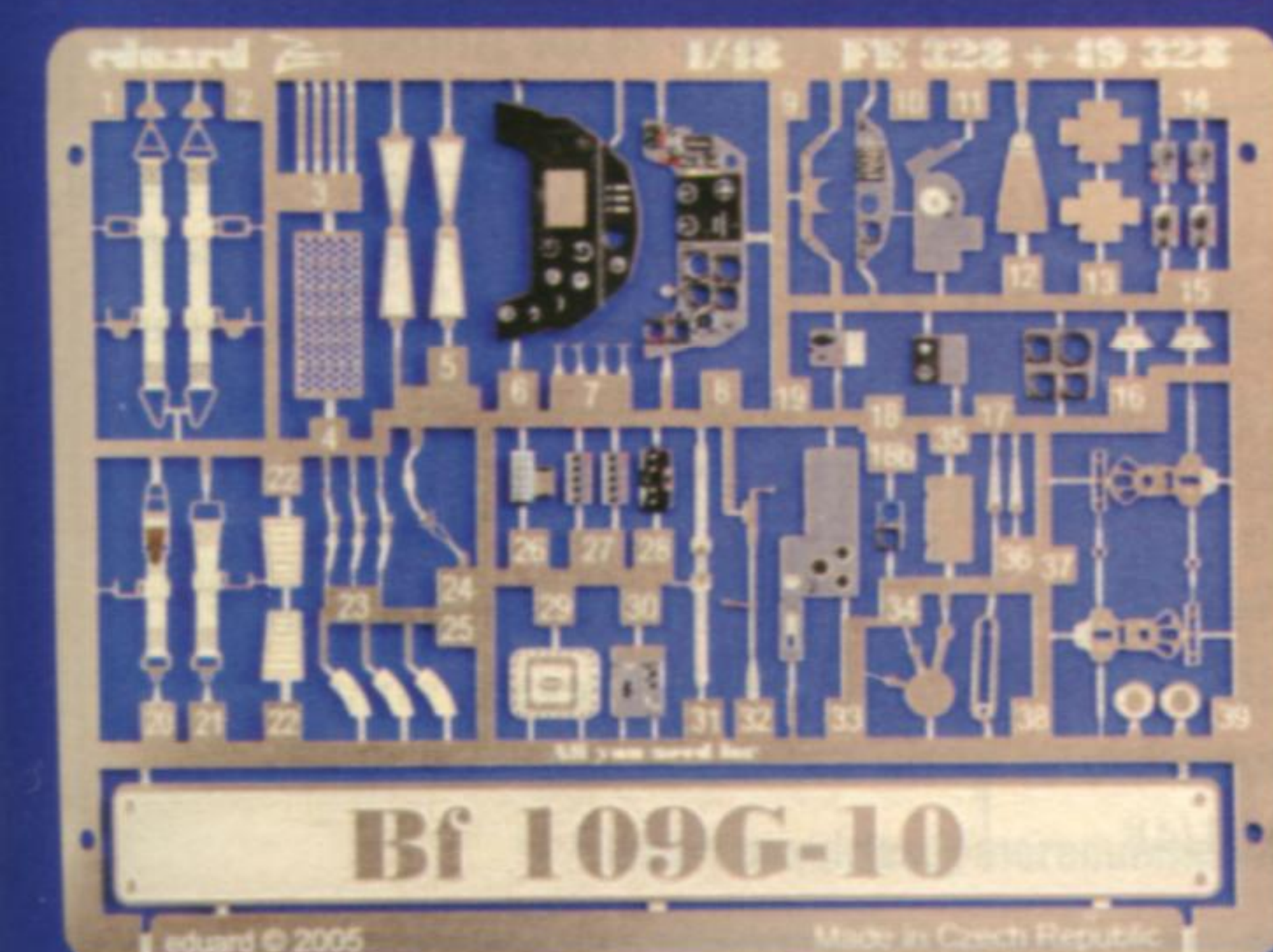
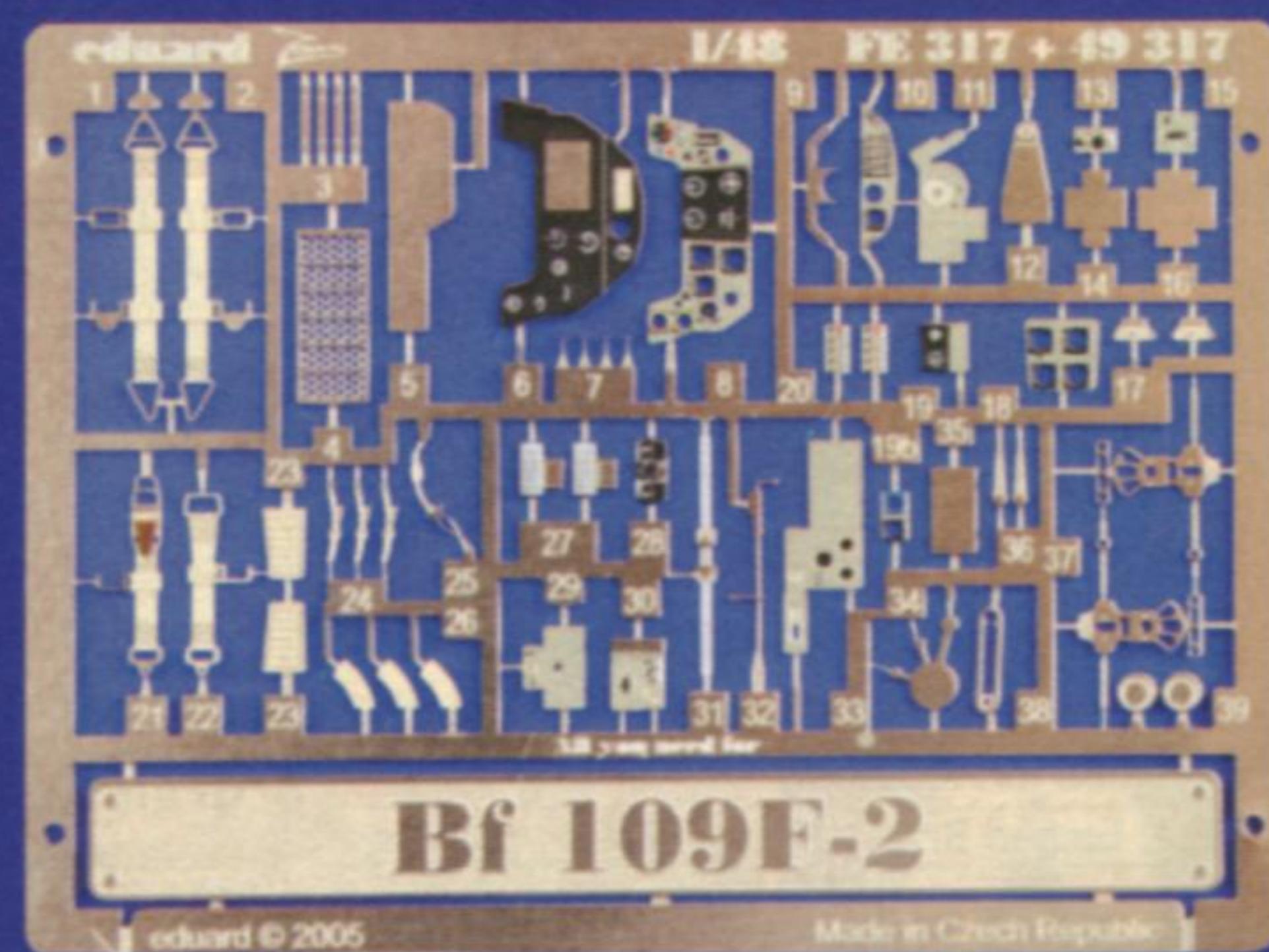
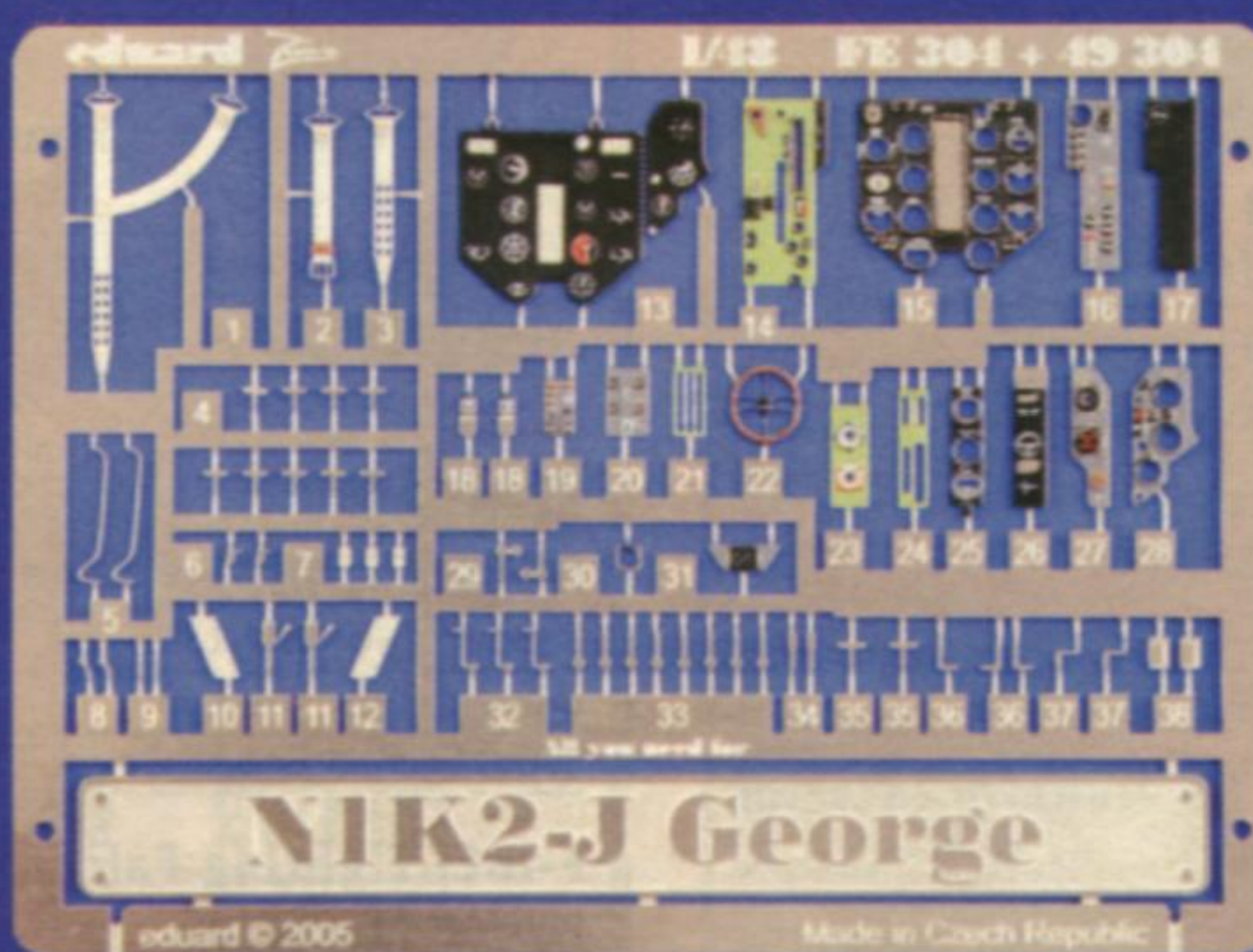
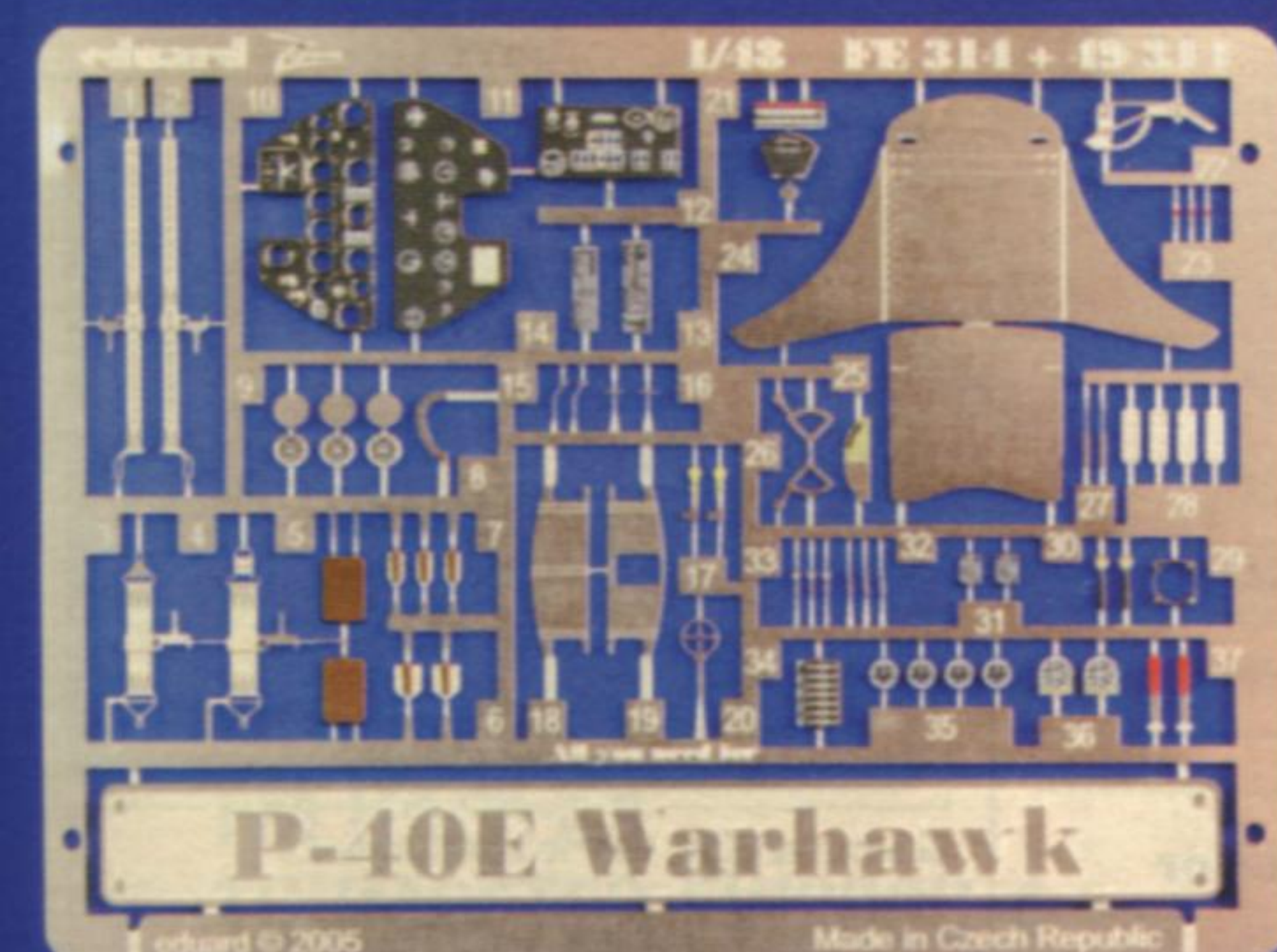
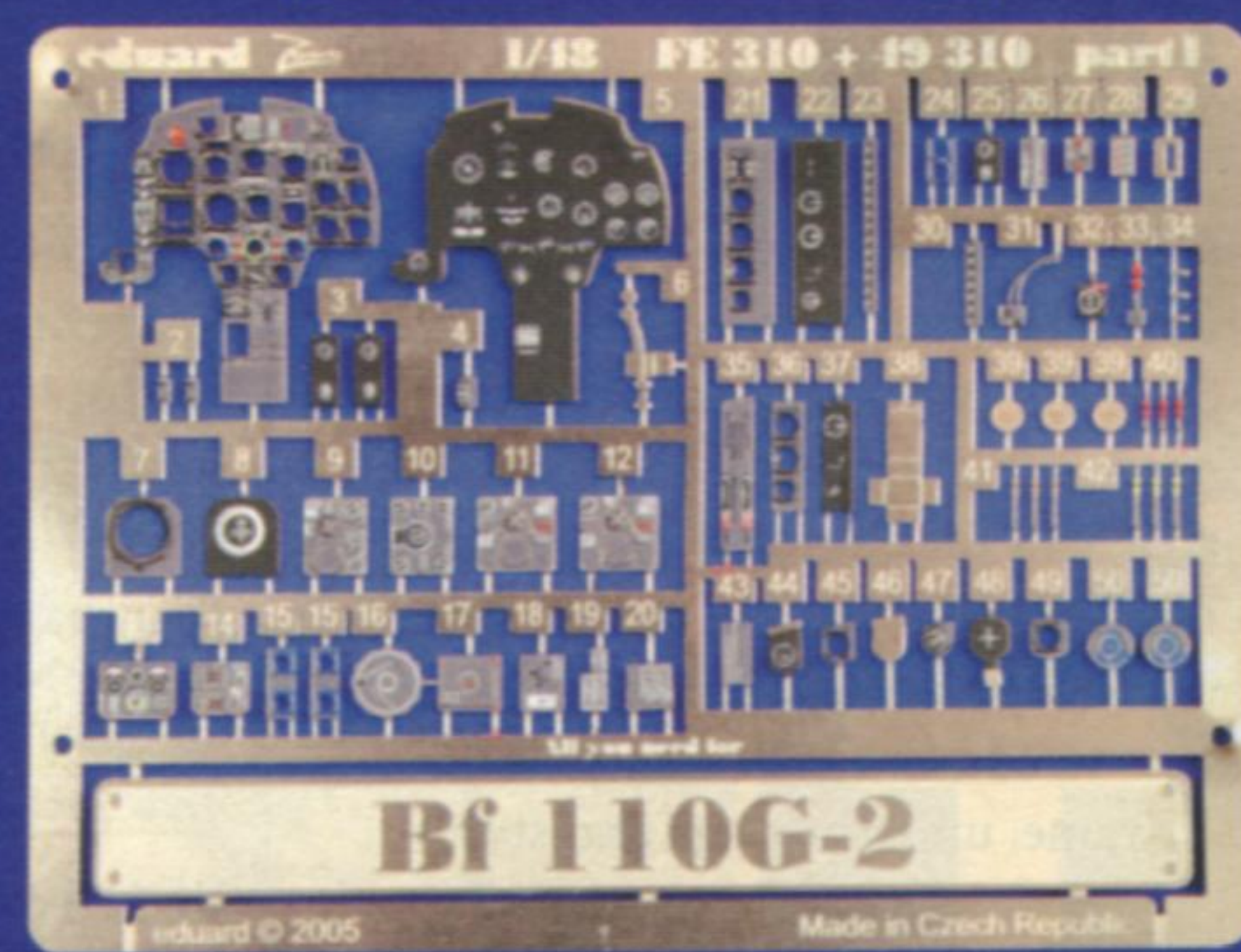
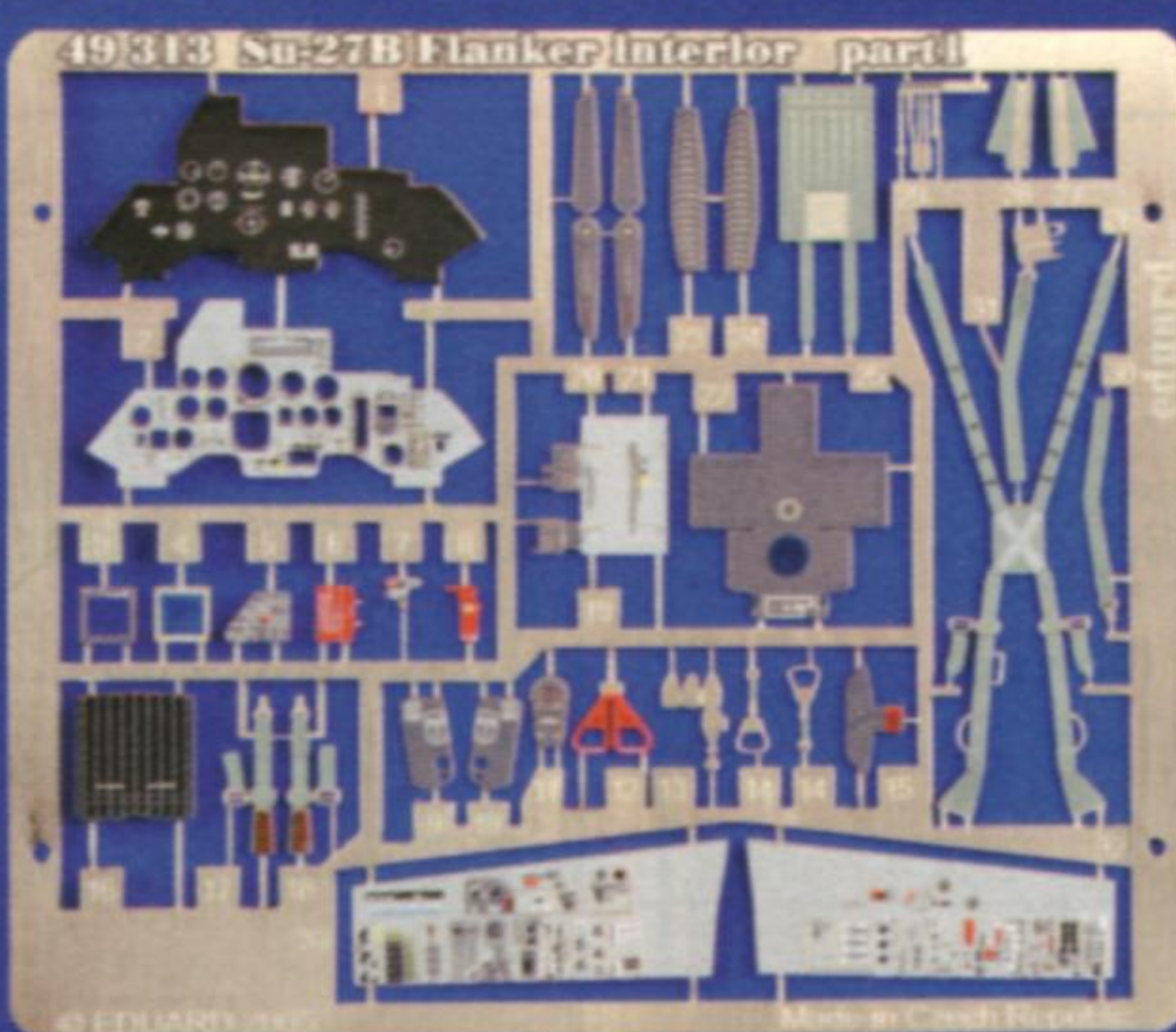
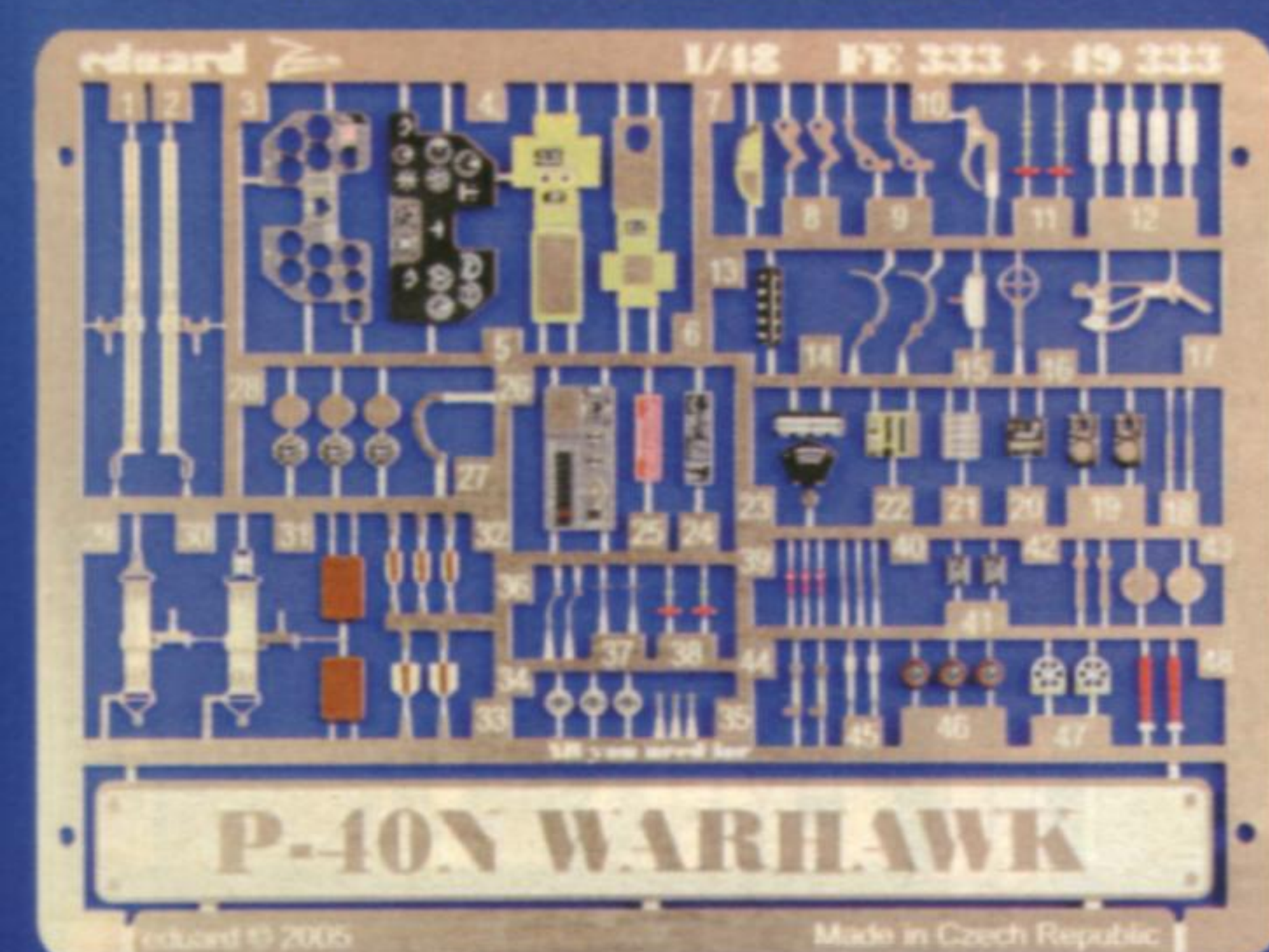
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Please note that all illustrated sets show a partial content to include their colour components. The sets actually contain further frets beyond what we are showing here.

are very comprehensive and include a four-view plan of the camouflage pattern with the individual masks numbered, and these are repeated on a map of the mask sheet and also printed next to the masks themselves. On our sample the numbers were missing from the lower plan view. This set should make a complicated paint scheme more straightforward and should be regarded as an essential purchase if you wish to reproduce this scheme.

To complete the picture we must mention the P-40/P-36/Hawk cockpit set. Though no sample was supplied for review this is an essential purchase for anyone considering building a stock P-40B or using the conversion featured here. The Trumpeter kit's cockpit is seriously undersized, being nearer 1/48 scale than 1/32, and completely spoils the look of the model. I believe the Cutting Edge cockpit is available in a number of versions depending on

seatbelt layout and corrects the kit's major dimensional inaccuracy.

Conclusion

This is a complete package that enables you to produce a model of a significant pre-war type. The resin parts are ideal for a first conversion as it is far easier to work in this larger scale, and further helped by the clear instructions and well cast resin.

Once you have completed your model the decals enable you to

reproduce some colourful schemes — the French and US Army ones in particular stand out. The decals are to Cutting Edge's normal high standards so should give no surprises in application. And if you must attempt that complicated National Air Races camouflage scheme, the BlackMagic masks will save most of your sanity.

In the UK these sets are available from Hannants. Elsewhere, visit the Cutting Edge web store at www.meteorprod.com.

BlackMagic Masks by Cutting Edge

In the last few months we have received a number of different types of masks from various manufacturers but Cutting Edge's BlackMagic range were one of the first on the scene and still among the best. The BlackMagic range uses a thin vinyl mask. Each set includes a double-sided A4 sheet with very clear instructions and some useful hints and tips.



Bell YP-59/P-59A/B/Y Airacomet Canopy Mask

1/72 Scale

Su-24 Fencer Canopy & Wheel set

Product No: CEBM72161

Designed for: Dragon/DML

Type Accessory: Mask

Price: TBA

1/48 Scale

P-47D Razorback Canopy & Wheel Set

Product No: CEBM48538

Designed for: Tamiya

Type Accessory: Mask

Price: TBA

P-47D Bubbletop Canopy & Wheel Set

Product No: CEBM48544

Designed for: Tamiya

Type Accessory: Mask

Price: TBA



P-47D Razorback Canopy & Wheel Set

Bell YP-59/P-59A/B/Y Airacomet Canopy Mask

Product No: CEBM48546

Designed for: Hobbcraft

Type Accessory: Mask

Price: TBA

Conclusion

I tested-fitted the Tamiya P-47D Bubbletop set to a kit in my collection and encountered no



P-47D Bubbletop Canopy & Wheel Set

problems in application. I particularly liked the wheel mask which made a normally tedious job very easy. At present there is no UK source for this range, but if you visit www.meteorprod.com you can obtain the whole BlackMagic range.

Many thanks to Meteor Productions for supplying the review samples and apologies for the delay in publication.

Eduard

More brass from Eduard in their normal format, featuring both the basic pre-coloured Zoom range which predominantly details the cockpit area, and the Standard range which normally includes a coloured fret for the cockpit and further plain brass frets to add extra details to the airframe, undercarriage and stores.

1/72 Scale

MiG-21F-13 Fishbed C

Product No: SS 260 Zoom

Designed for: Revell

Type: Etched Brass Price: TBA

Messerschmitt Bf 109F-2/F-4

Product No: SS262 Zoom

Designed for: Fine Molds

Type: Etched Brass Price: TBA

Messerschmitt Bf 109G-14

Product No: SS 263 Zoom

Designed for: Academy

Type: Etched Brass Price: TBA

MiG-21F-13 Fishbed C

Product No: 73 260

Designed for: Revell

Type: Etched Brass Price: TBA

Messerschmitt Bf 109F-2/F-4

Product No: 73 262

Designed for: Fine Molds

Type: Etched Brass Price: TBA

Messerschmitt Bf 109G-14

Product No: 73 263

Designed for: Academy

Type: Etched Brass Price: TBA

1/48 Scale

Phantom FGR Mk 2

Product No: FE 262 Zoom

Designed for: Hasegawa/Revell

Type: Etched Brass Price: TBA

Grumman OV-1B Mohawk

Product No: FE 320 Zoom

Designed for: Roden

Type: Etched Brass Price: TBA

Ki-61 I-Hei Hien

Product No: FE 315 Zoom

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Phantom FGR Mk 2

Product No: 49 262

Designed for: Hasegawa/Revell

Type: Etched Brass Price: TBA

Ki-61 I-Hei Hien

Product No: 49 315

Designed for: Hasegawa

Type: Etched Brass Price: TBA

Grumman OV-1B Mohawk Interior

Product No: 49 320

Designed for: Roden

Type: Etched Brass Price: TBA

Grumman OV-1B Mohawk Exterior

Product No: 48 512

Designed for: Roden

Type: Etched Brass Price: TBA

MiG-25 Foxbat A Interior

Product No: 49 311

Designed for: Revell

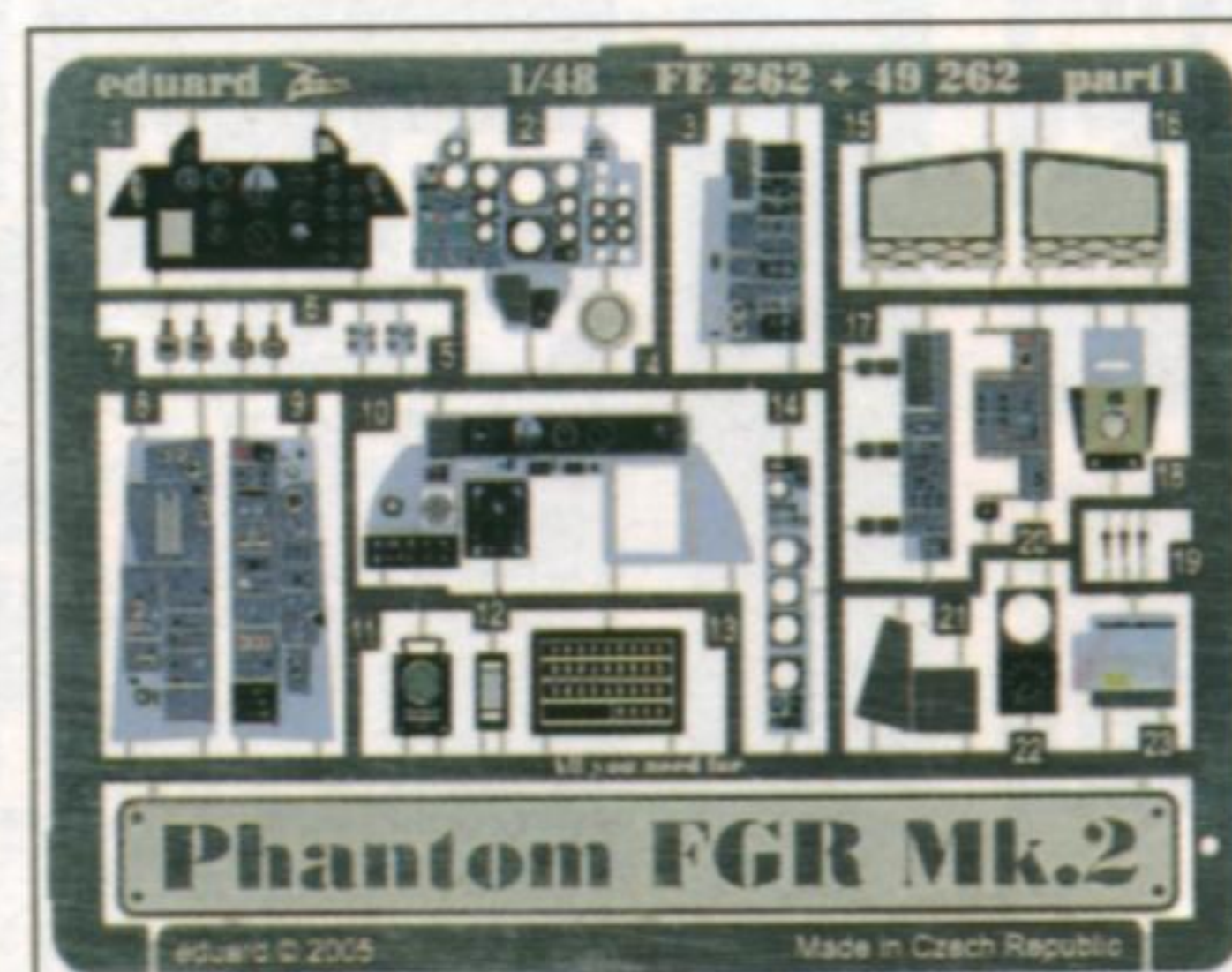
Type: Etched Brass Price: TBA

MiG-25 Foxbat A Exterior

Product No: 48 510

Designed for: Revell

Type: Etched Brass Price: TBA



Phantom FGR Mk 2

MiG-25 Foxbat A Exhaust

Product No: 48 509

Designed for: Revell

Type: Etched Brass Price: TBA

1/32 Scale

F-16CJ Fighting Falcon Interior

Product No: 32 523

Designed for: Tamiya

Type: Etched Brass Price: TBA

F-16CJ Fighting Falcon Exterior

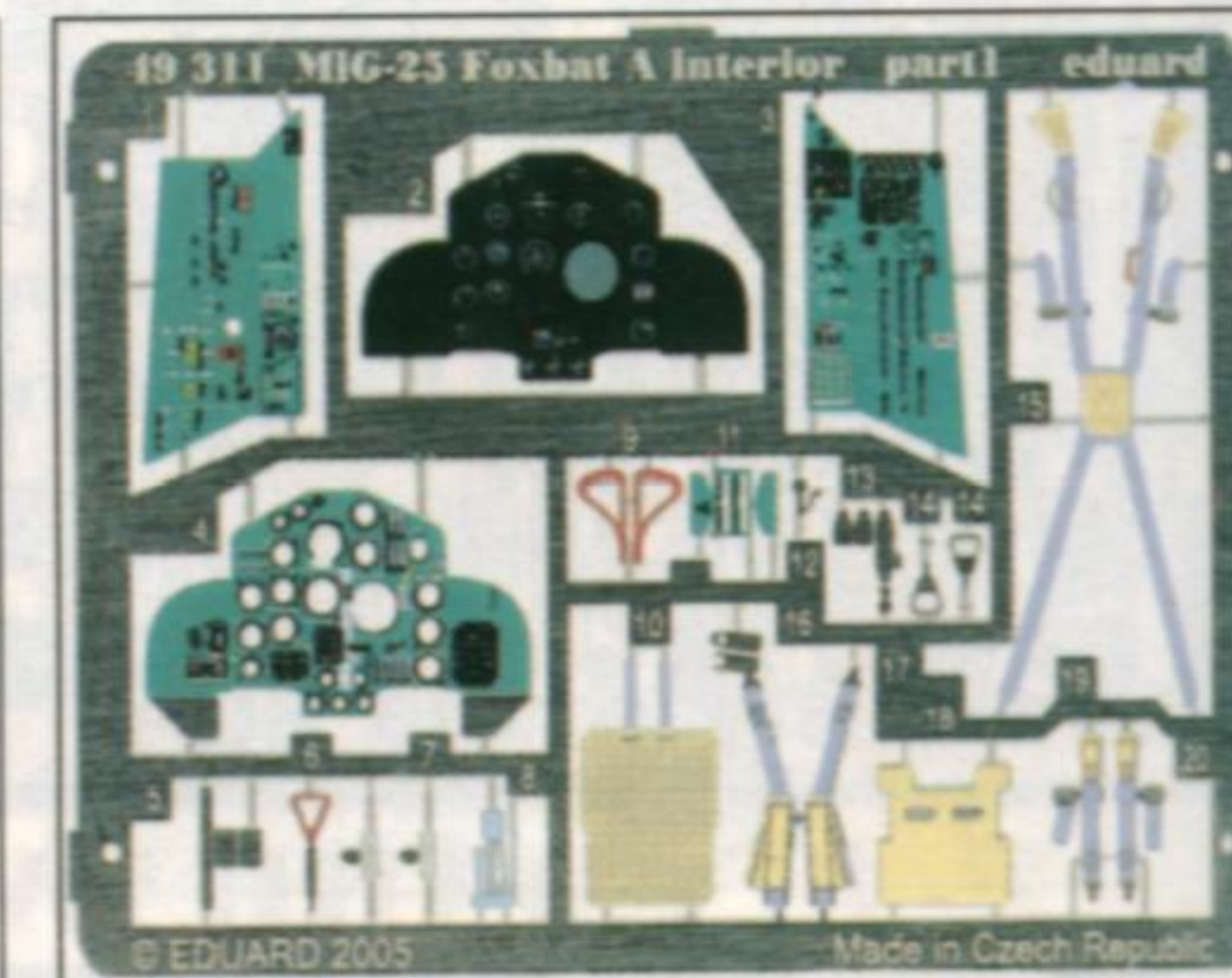
Product No: 32 128

Designed for: Tamiya

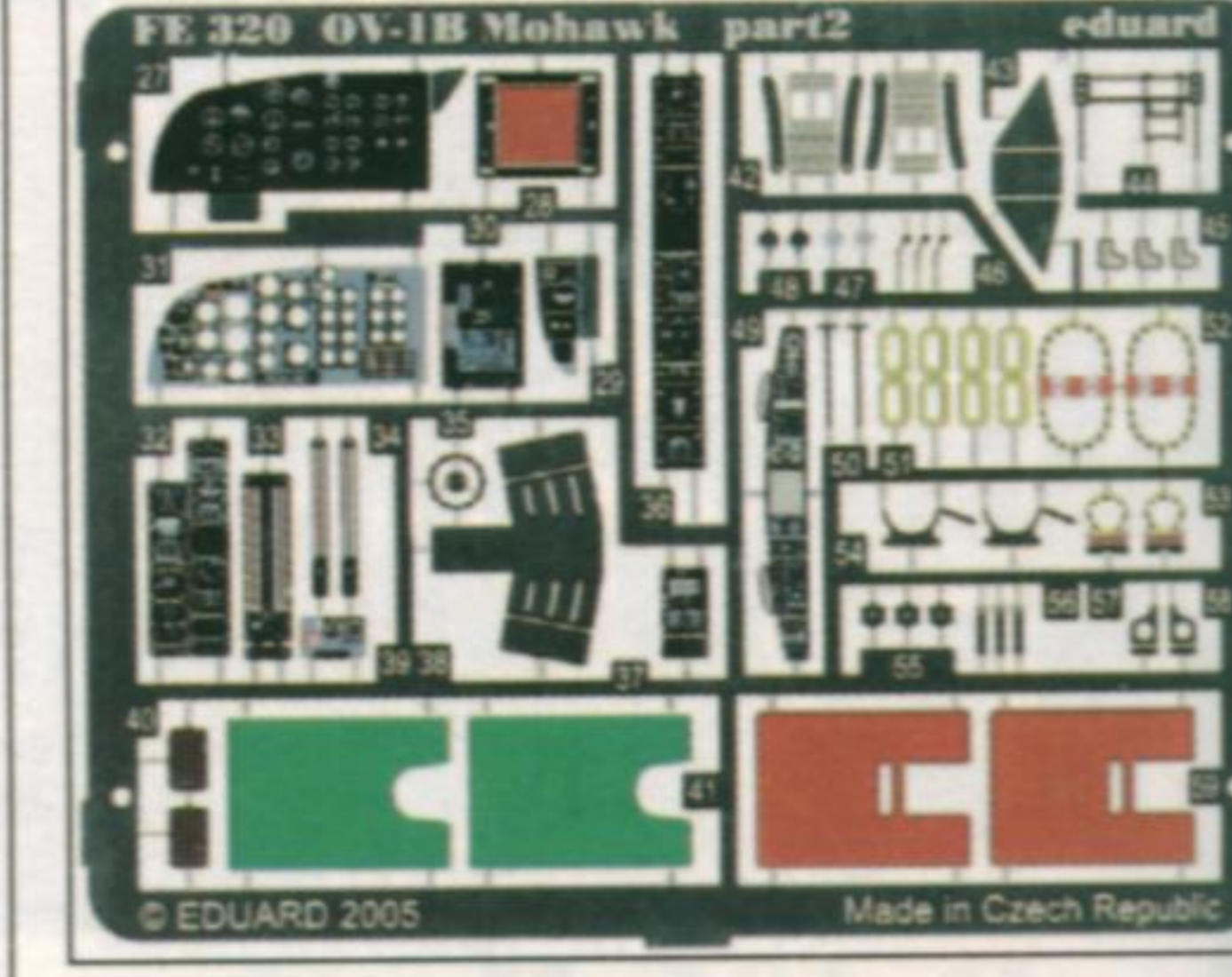
Type: Etched Brass Price: TBA

Conclusion

The coloured brass in these sets just keeps getting better. The British Phantom, MiG-25 and Mohawk, and in the smaller scale the Bf 109 sets, look incredible. But is it modelling? I don't care. With these sets I can produce a level of detail far superior to my poor painting efforts in 1/48



MiG-25 Foxbat A Interior



Grumman OV-1B Mohawk Interior

scale, let alone the minute detail they have managed in 1/72.

If you haven't purchased any etched brass sets for a while treat yourself to one of the Zoom sets from Hannants or LSA Models and see for yourself how far coloured brass has come in a few short years.

Many thanks to Eduard for supplying the review samples.

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1/72



P 36A Hawk
1/32



SH72083 Beaufort Mk.Ia/II „Home Islands and Malta Area“ 1/72
SH72094 L-212 Electra Junior "with Gun Turret" 1/72
SH72105 Percival Pembroke C.1 "Cold War" 1/72
SH32003 P 36A Hawk "Pearl Harbour Defender" 1/32

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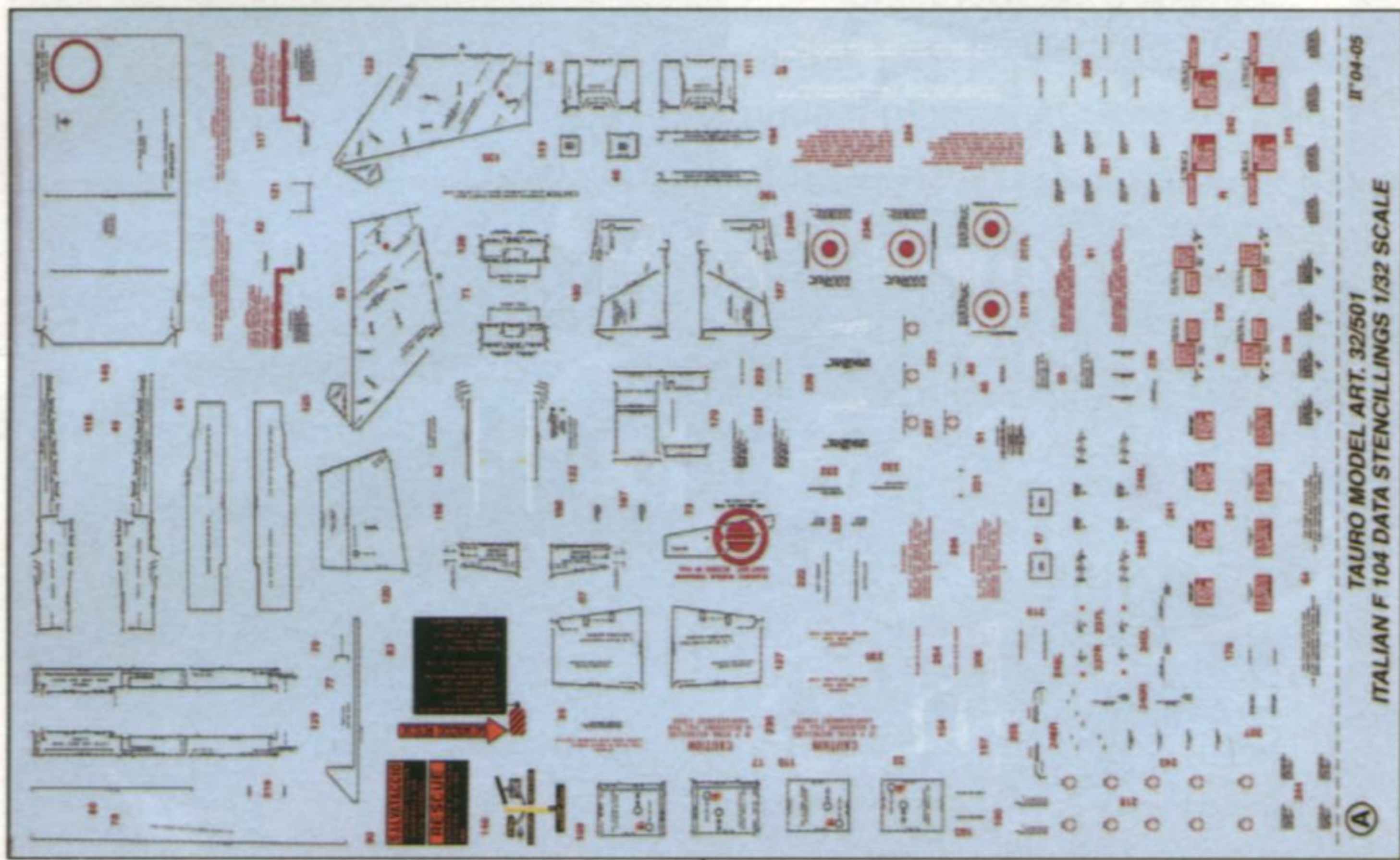
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Decals

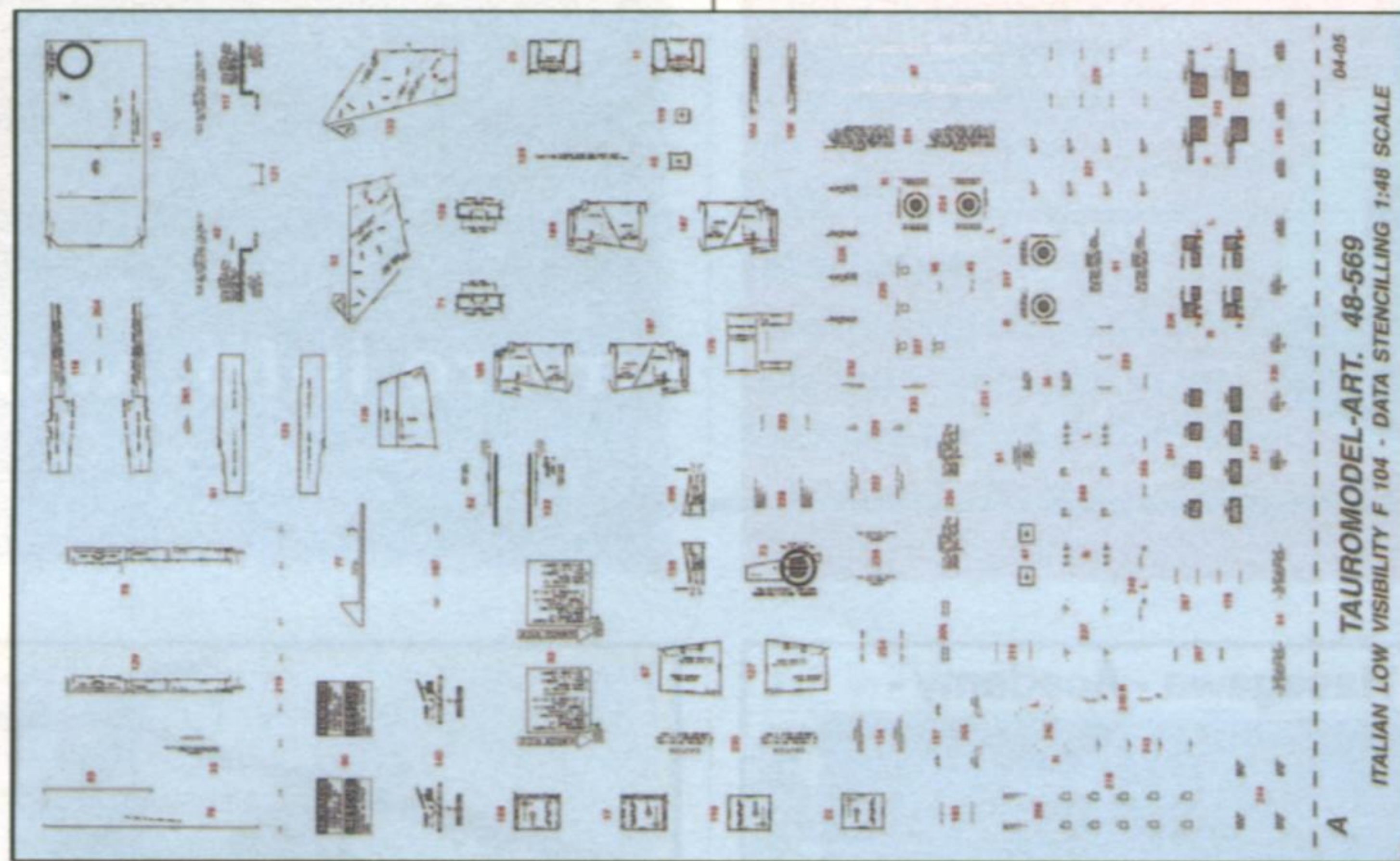
Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Tauro Model Decals



32-501 Italian F-104 Stencils

The latest release from this Italian manufacturer is a reissue in both 1/32 and 1/48 scales of one of their most popular sets. Designed for the F-104 Starfighter, the sheets supply over 260 low-viz data stencils. The A4 instructions supply three-view drawings and a number of scrap views with a clear placement guide keyed to item numbers printed on the decal sheet. As a bonus you also get a complete set of Remove Before Flight tags, with instructions showing where each of the 22 are positioned.



48-569 Italian F-104 Stencils

1/32 Scale
32-501 Italian F-104 Stencils

1/48 Scale
48-569 Italian F-104 Stencils

Conclusion

If you are building the ultimate F-104 this is a must-have sheet, though you will have to set aside a large amount of time to apply all these decals.

Many thanks to Tauro for supplying us with the review sample.

Model Design Construction

The latest in MDC's range of instrument dials is for Japanese Army and Navy aircraft of WW2. These dials are individual images that are easy to apply and look superb under a drop of Johnson's Klear floor polish.

1/32 Scale
D32010 Japanese Army/Navy Instruments WW2

There are over 40 images on a small sheet which includes two examples of each major instrument plus a selection of other dials.

Conclusion

These dials are very useful with enough instruments for two single-seat fighters. If you have any of the smaller instrument dials left over they are very useful to detail other projects. At only £1.75 a set they are a bargain and complement the already released sets of Luftwaffe and RAF instruments. Now we just need a set for US instruments and placards in both 1/32 and 1/48 scales to replace the much missed Reheat range.

Many thanks to MDC for the review sample.

Belcher Bits

Belcher Bits produce a range of decals and resin detail sets with a distinct Canadian flavour and their new decals continue this theme with markings for the Canadair CF-5 in Canadian service. From this sheet you can produce any Canadian operational scheme from 1968 to the type's retirement in 1995.

The decals supply three types of national insignia and basic stencil detail for one aircraft, plus squadron insignia for both operational squadrons, 434 and 419, plus the AETE evaluation unit based at CFB Cold Lake.

1/48 Scale

BT14 Canadair CF-5A/D

1. CF-5A 116768, 1971.
2. CF-5A 116758, 434 Sqn, 1973.
3. CF-5D 116801, 419 Sqn, 1984.
4. CF-5A 116705, 419 Sqn, 1984.
5. CF-5A 116727, AETE, 1990.
6. CF-5D 116801, 1971.
7. CF-5D 116842, CFB Cold Lake, 1973.

8. CF-5D 116810, 419 Sqn, 1988.

In addition there are details for five types of aggressor schemes including serial numbers and codes: *Grape* in shades of blue; *Lizard* in green, tan and brown; *Variegated* wraparound green and grey camouflage; *Faux Pas*, a lighter version of *Grape*; and *Ghost*, the last scheme used on the aggressors, in three shades of grey.

1/72 Scale

BD15 Canadair CF-5A/D

This is the smaller scale version of the above sheet.

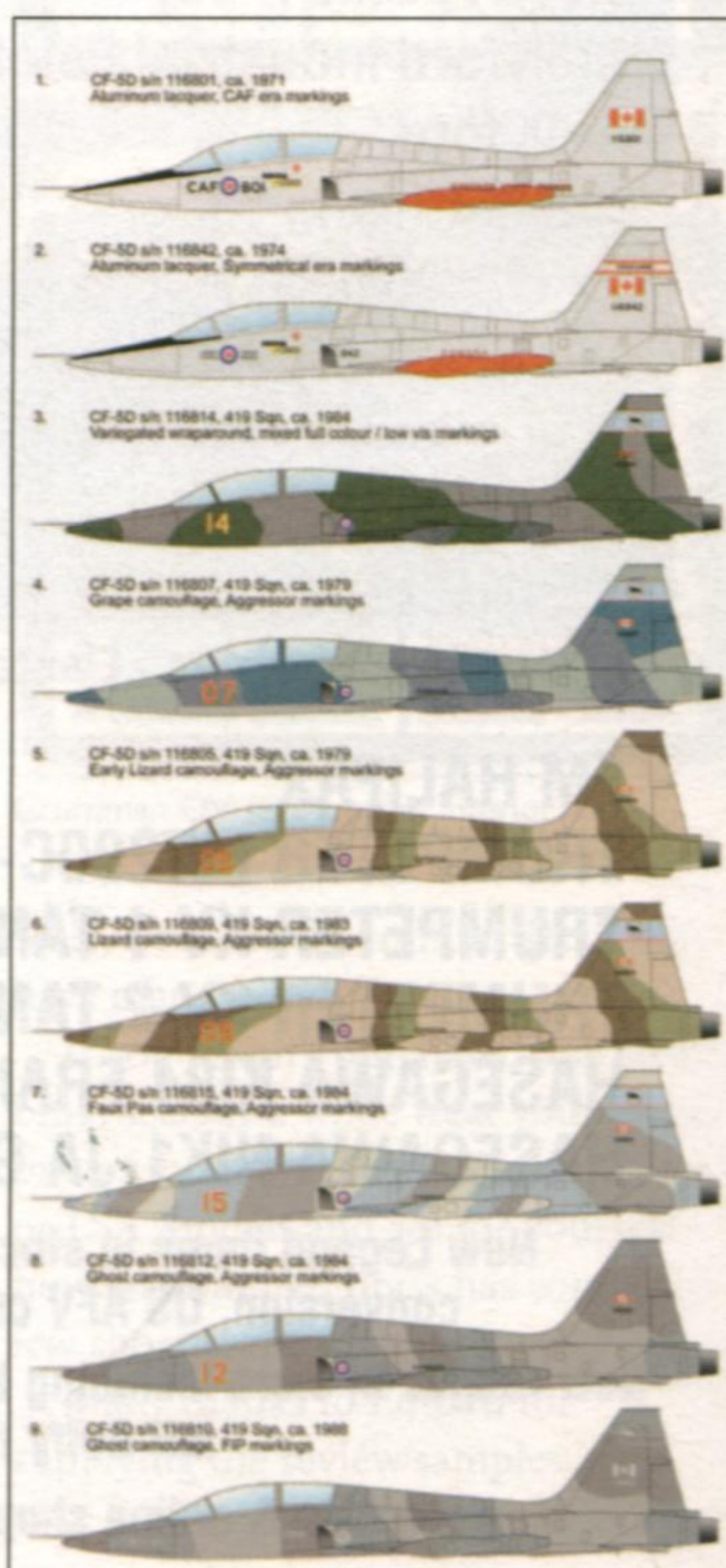
Conclusion

I like Canadian subjects and am a big fan of Belcher Bits. These decals are as good as any of the big names and give a range of attractive options for the Classic Airframes F-5. Though we have not yet received a sample, Belcher Bits have also produced a CF-5 detail set that supplies a refuelling probe and arrestor hook plus four each LAU-5002 six-tube and LAU-5003 19-tube



launchers for CRV-7 rockets, with a choice of either frangible or faired nosecones. In the UK Belcher Bits are available from Aeroclub. For the rest of the world visit their website at <http://belcherbits.mondenet.com>.

Many thanks to Mike Belcher for passing the review samples to us at the IPMS-USA Nationals in Atlanta.



Cutting Edge Decals

A selection of recent sheets from Cutting Edge shows a diverse range of subject matter. The kits required for these decals are equally diverse, ranging from the 30+ year-old Testors Lockheed U-2 to the brand new Classic Airframes Westland Wyvern. For the U-2 Cutting Edge have also produced a number of resin update sets that bring this classic kit up to modern standards, but we have yet to see these.

The majority of this month's sheets are designed for Cutting Edge's own conversion set for the early pencil-nosed Heinkel He 111 using the reissued 1/48 scale Monogram He 111.

1/48 Scale

CED48152 U-2 Dragon Lady Part 3

1. U-2C 56-6692, 100th SRW, SAC. 'Sabre scheme'. Pave Onyx, UK, 1973-5.
2. U-2C 56-6716, 100th SRW, SAC. Sabre scheme. Pave Onyx, UK, 1973-5.
3. U-2C 56-6700, 100th SRW, SAC, "Sabre scheme". Pave Onyx UK, 1973-5.
4. U-2A N803X, CIA.
5. U-2A N800X, CIA.
6. U-2F 56-6707, 4080th SRW, SAC, Laughlin AFB, Vietnam Deployment.
7. U-2C 56-6681, NASA, August 1980.

CED48238 He III Pedro 'Pencil Noses' Part 1

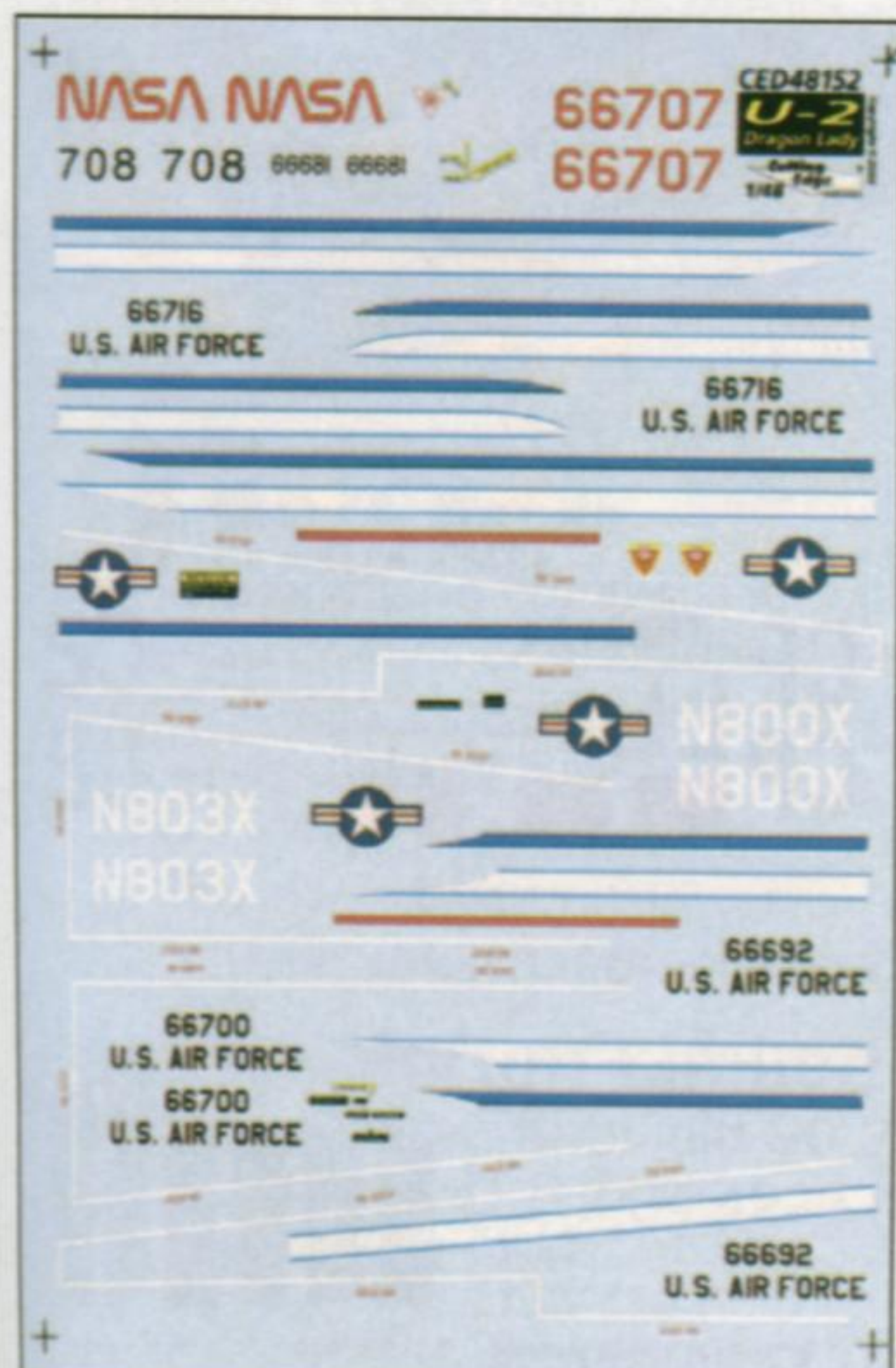
1. He 111B-2, K/88, Leon, Spain.
2. He 111B-1, I.K/88, Pedro 9, mid-late 1937.
3. He 111B, VB/88, Pedro 1, early 1937.
4. He 111B, Group 25, Nationalist Air Force.

CED48242 He III Pedro 'Pencil Noses' Part 2

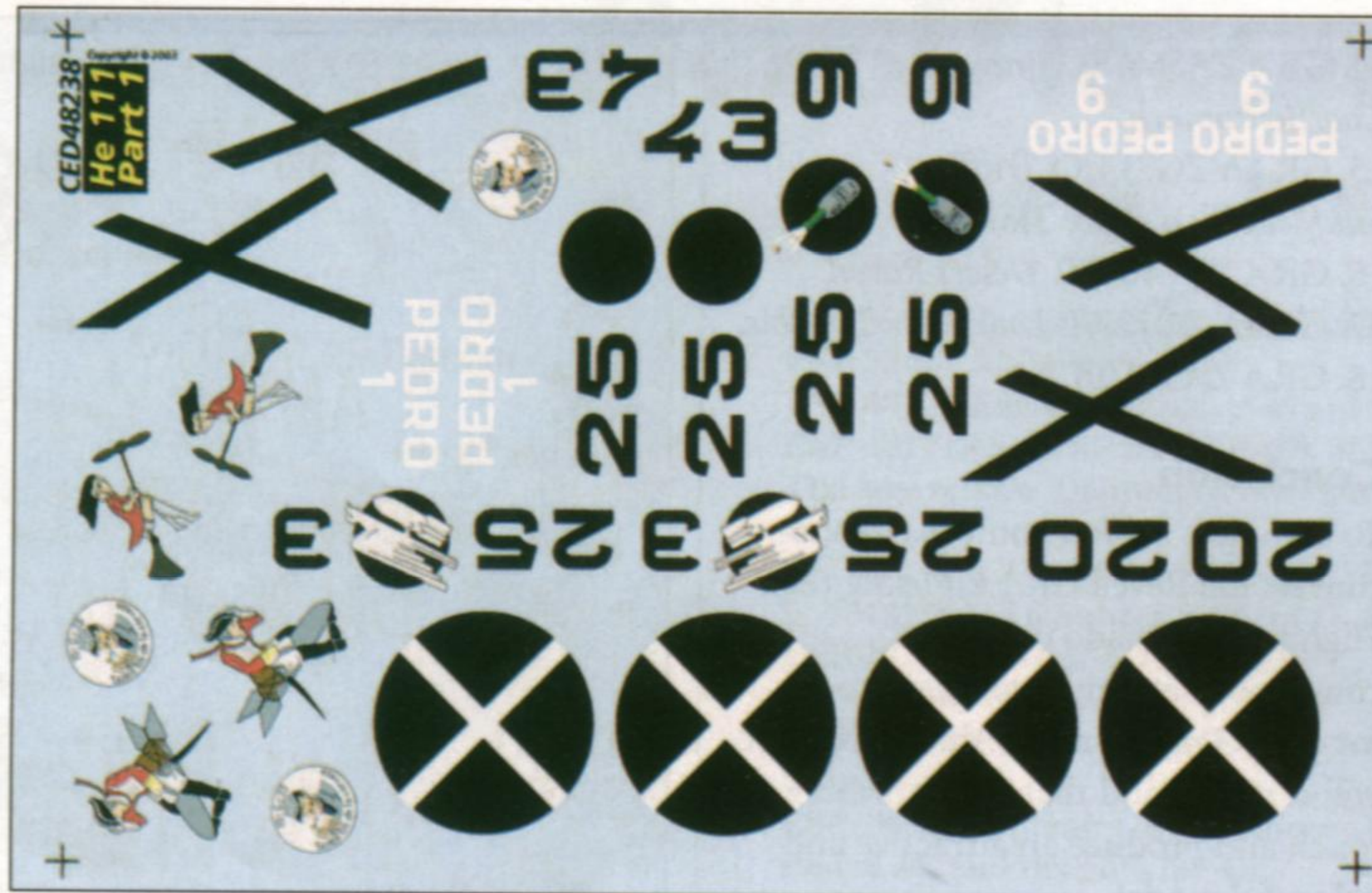
1. He 111B-1, I.K/88, early 1937.
2. He 111B-1, I.K/88, summer 1937.

CED48244 He III Pedro 'Pencil Noses' Part 3

1. He 111B-1, I.K/88, 1937.
2. He 111B, 4.K/88, 1937.



CED48152 U-2 Dragon Lady Part 3



CED48238 He III Pedro 'Pencil Noses' Part 1

CED48247 He III 'Pencil Noses' Part 4

1. He 111E-1, I./KG 1.
2. He 111F, Turkish Air Force.

CED48275 Wicked Wyvern Schemes

1. Wyvern S.4, 813 NAS, HMS Eagle, autumn 1957.
2. Wyvern S.4, 813 NAS, HMS Ark Royal, 1956.
3. Wyvern S.4, 830 NAS, Operation Musketeer, Suez Conflict, November 1956.

This set does not supply national insignia, but does include a Black Magic mask for the anti-glare panel.

1/32 Scale

CED32065 Heinkel He 162A-2 Volksjägers

1. He 162A-2, W/Nr 120027, 1/JG 1.
2. He 162A-2, W/Nr 120072/Air Min 61, RAE Aero Flight Farnborough, October 1945.
3. He 162A-2, W/Nr 120235, 3/JG 1, Leck, Germany, May 1945.
4. He 162A-2, W/Nr 120098/VH513/Air Min 67, RAE Aero Flight, Farnborough, October 1945.
5. He 162A-2, W/Nr 120089, 3/JG 1, April 1945.



CED48275 Wicked Wyvern Schemes



CED48244 He III Pedro 'Pencil Noses' Part 3

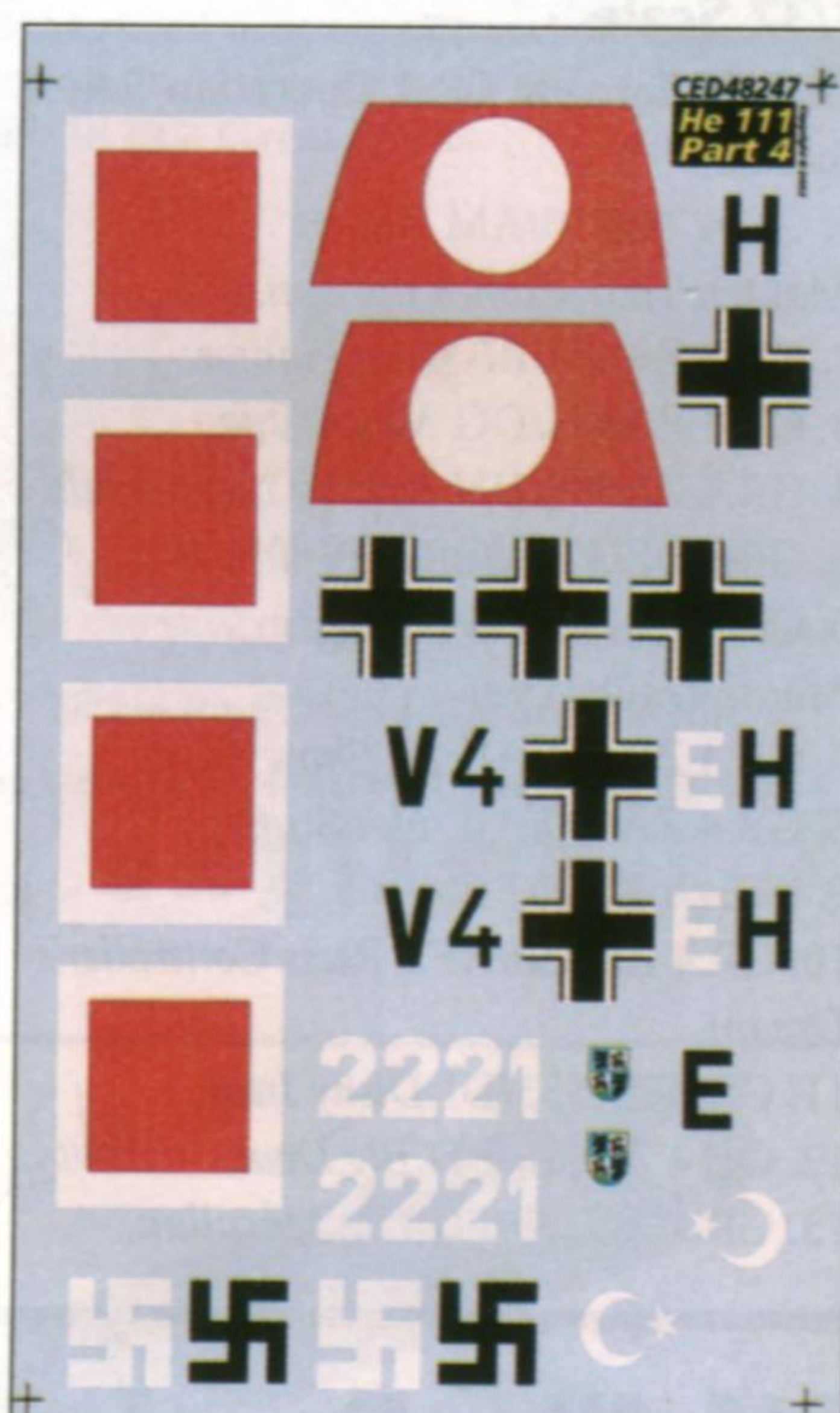
Conclusion

All sheets are well printed, have comprehensive instructions, and the choice of subject matter is inspired. I cannot wait to see a Heinkel model in the Spanish Civil War markings, as the early 'Pedro' He 111 looks so much more attractive than the more familiar glazed-nose variants.

In the UK these decals and Cutting Edge conversions are available from Hannants. For worldwide enquires visit the Cutting Edge web store at www.meteorprod.com.

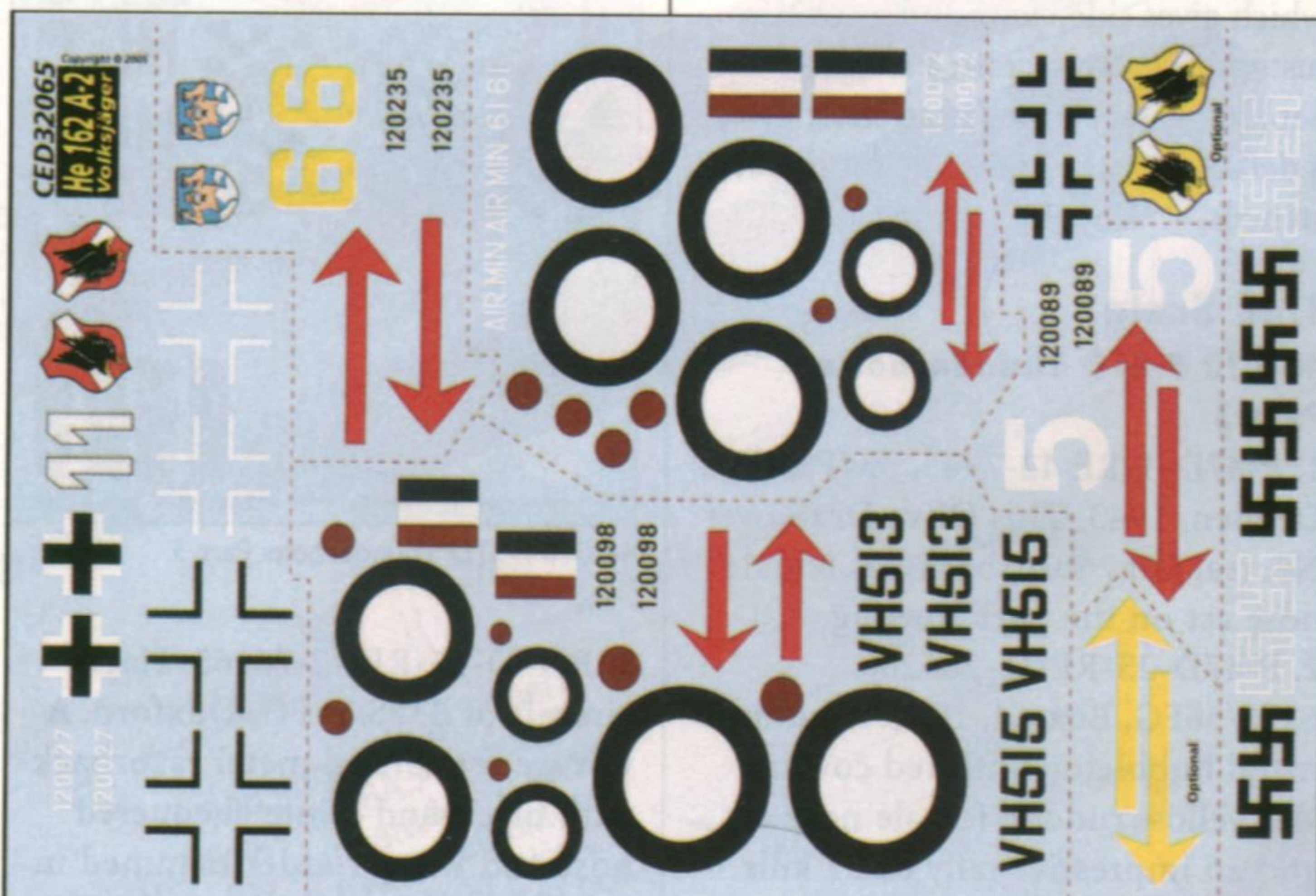


CED48242 He III Pedro 'Pencil Noses' Part 2



CED48247 He III 'Pencil Noses' Part 4

I must apologise to Cutting Edge for the delay in publishing these reviews. I thank them for their patience and for supplying the samples.



CED32065 Heinkel He 162A-2 Volksjägers

Euro Decals

These latest decals by Fantasy Print Shop use a new printing system to produce an opaque white, and are marketed as Euro Decals following Fantasy's relocation to the continent. The first new sheet covers RAF Tornado GR.4s used in Operation Telic. The instructions are on two A4 colour sheets and include a four-view drawing for stencil placement. Nose section illustrations are supplied for all 18 options, clearly showing the special nose art. All aircraft are in an overall light grey with a darker radome. The sheets supply basic stencil markings and national insignia for two airframes. The decals are well printed and even the complicated nose arts are in perfect register — a tribute to this company's printing skills.

1/32 Scale

ED32100 Tornado GR.4 'Operation Telic Tonkas'

1. GR.4 ZD715/AM *Alarm Maiden/Here Comes the Sun.*
2. GR.4 ZA554/BF *Born Fighter.*
3. GR.4 ZA458/DG *Mean One.*
4. GR.4 ZA589/DN *Deadly Nightshade.*
5. GR.4A ZG711/O *Oh Nell!*
6. GR.4 ZA542/DM *Danger Mouse/Dallas Dhu.*
7. GR.4 ZR614/AJJ *It's Show Time.*
8. GR.4 ZA600/AJL *Hot Stuff.*
9. GR.4A ZG707 B.A.B.S.
10. GR.4 ZD850/AFT *Rects Controller's Dream.*
11. GR.4 ZA553/DI *Dishy Intel.*
12. GR.4 ZA616/BD *Big Deal.*
13. GR.4 ZG775/FB *The Macallan.*

14. GR.4 ZA560/BC *Brave Coq/Benromach.*
15. GR.4A ZG714/Q *Truffle Snufflers/It's a Recce Thing.*
16. GR.4 ZD740/DR *Desert Raven.*
17. GR.4A ZG727/L *Look'n for Twouble.*
18. GR.4 ZA592/BJ.

Conclusion

To complete a GR.4 you will have to convert the Revell GR.1 kit using the Flightpath Tornado detail and conversion set. But if you have room for a big *Tonka* on your shelf this sheet will certainly add that final finishing touch and produce an attractive and colourful model.

This is the first sheet we have received since Fantasy Print Shop moved to France and it is good to see production resumed. The sheet costs £19.95/28 Euros with free postage and packing within Europe.

Fantasy Printshop

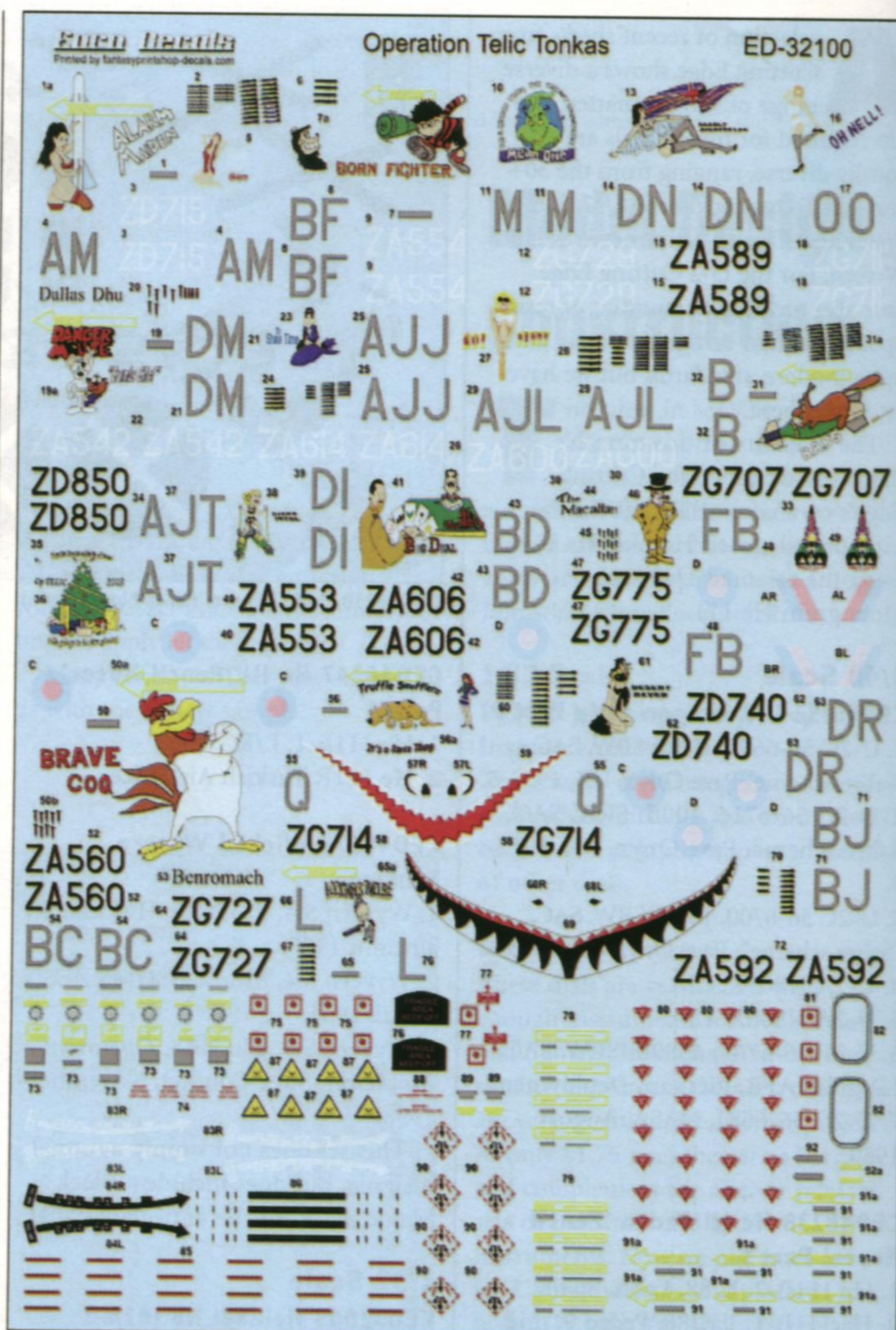
of Newquay Cornwall has now moved to:

Pepiniere d'Enterprises EOLE
Fantasy Printshop
10 Av du Champ de Mars
ZI Plaisance
11100 Narbonne
France

Tel / Fax: 0033 468 33 59 63

Email: fantasyprintshop@btinternet.com
Web: www.fantasyprintshop-decals.com

All enquiries to Ray Horwell.
Looking forward to speaking to all our customers old and new.
Please note that Euro Decals are still available through Fantasy Printshop.



ED32100 Tornado GR.4 'Operation Telic Tonkas'

Lifelike Decals

These sheets continue Lifelike's range of markings for some of the most colourful P-47

Thunderbolts flown during the WW2. Each sheet provides complete national insignia and stencils for one aircraft and individual markings for three options. The main instructions are supplied on a full colour A4 sheet which gives side views and a concise history of each aircraft; a small A5 supplementary instruction sheet gives a detailed placement guide for the 80+ stencils.

1/48 Scale

48-010 P-47D Thunderbolts Part 3

1. P-47D-1-RE 42-7945, 334FS/4FG, Debden, 1943. This Olive Drab over Neutral Gray razorback has female nose art on the port cowling.
2. P-47D-25-RE 42-26628, 62FS/56FG, Boxted, 1944. A natural metal bubbletop with red cowling and yellow rudder, female nose art and an impressive tally of 22 kills displayed in different styles on both sides of the fuselage.



48-010 P-47D Thunderbolts Part 3

3. P-47D-15-RE 42-76165. Hack aircraft of 83FS/78FG, Duxford. A war weary natural metal razorback with black-and-white chequered nose and white rudder trimmed in red.

48-011 P-47D Thunderbolts Part 4

1. P-47D-30-RA 44-33250, 396FS/368FG, Chievres, 1944. A natural metal bubbletop with large areas of yellow trim and a large desert landscape painted on the port side nose.
2. P-47-30-RA 44-33214, 367FS/358FG, Toul, 1945. A natural metal bubbletop with orange tail and red cowling, 14 kill markings plus a locomotive is painted on the port side.
3. P-47M, 44-21125, 62FS/56FG, Boxted, 1945. A camouflaged bubbletop in dark green and grey over natural metal with yellow rudder and wheel cover and red cowling, 33 iron cross kill markings in two styles on the port fuselage and oversize national insignia on the wing.

Conclusion

If you like the 'Jug' or just colourful aircraft these sheets are for you. The instructions are clear and the potted history of the aircraft and pilots makes interesting reading, I was

surprised by the number of Thunderbolt pilots who were still flying in the Vietnam War 20 years later.

Many thanks to Lifelike decals for the review samples. In the UK these sheets are available from Hannants.



48-011 P-47D Thunderbolts Part 4

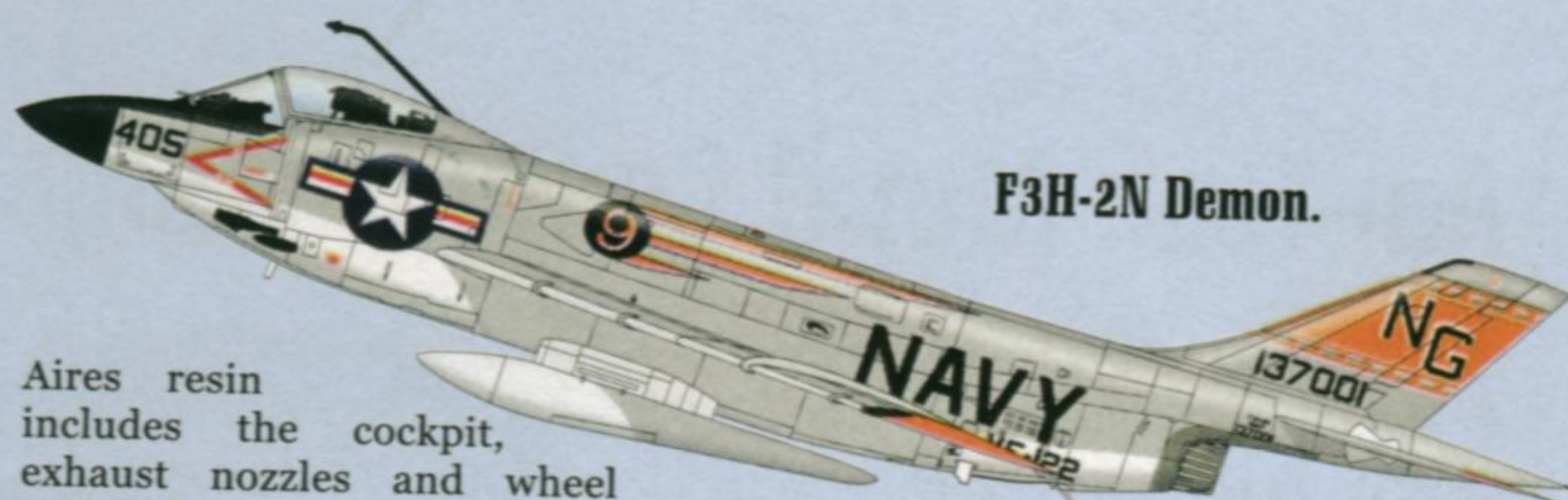


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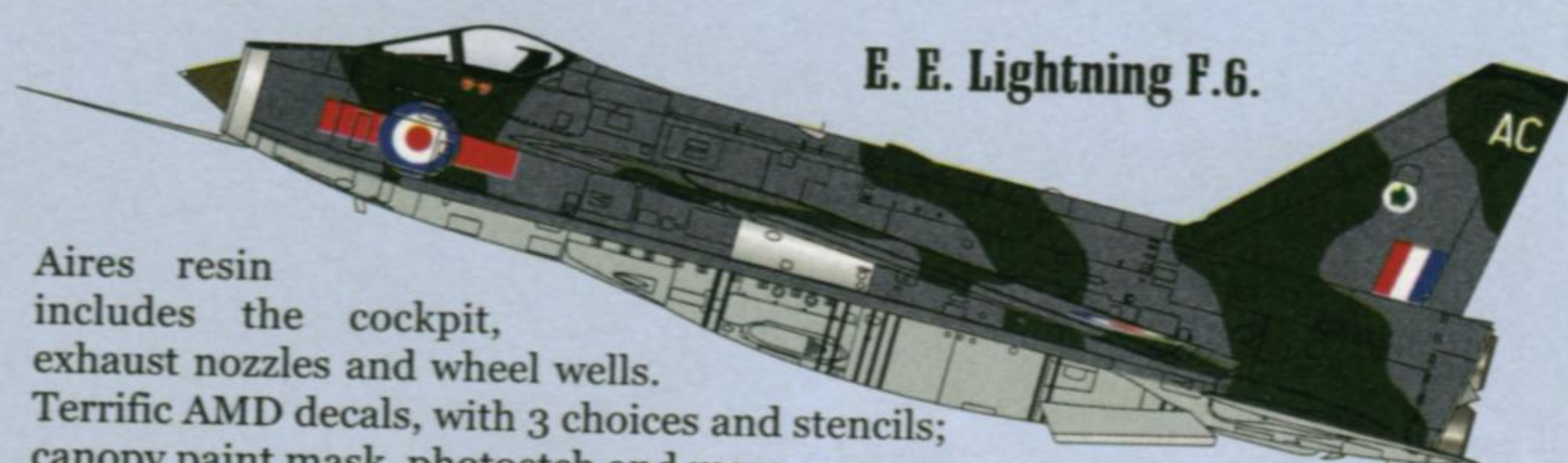
F3H-2N Demon.

Aires resin includes the cockpit, exhaust nozzles and wheel wells, a terrific set of AMD decals, with 2 choices, canopy paint mask, photoetch and more.



FJ-4B Fury

Aires resin includes intake, full cockpit, wheel wells, 5 bull pup missiles with tracking pod, a terrific decal set with 3 beautiful color schemes.



E. E. Lightning F.6.

Aires resin includes the cockpit, exhaust nozzles and wheel wells. Terrific AMD decals, with 3 choices and stencils; canopy paint mask, photoetch and more.

- ESP 32064 Navy Hellcats, USN and FAA, double sheet.
- ESP 32071 USN Avengers.
- ESP 48170 Early Slybirds, P-47s of the 353 FG.
- ESP 48171 Early Slybirds, P-47s of the 353 FG.
- The above two Diamond cowl Thunderbolt sheets include our Airbrushed nose art.
- ESP 48195 RAF Sabres F-86, pt I. Yes, the british flew them too.
- ESP 48196 RAF Sabres F-86, pt II. Both sheets include complete stencil set.
- ESP 48202 Havocs A-20s, pt I.
- ESP 48204 Havocs A-20s pt II.
- ESP 48222 Corsairs over Korea. Late F4U-5N Corsairs. Full stencil set and insignia for all.
- ESP 48223 Corsairs over Korea. Late F4U-5N and F4U-4 Corsairs. Full stencil set and insignia for all.
- AMD 48-724 Stars over Europe. European F-104 a/c. Follow up to our earlier Best seller.
- AMD 48-740 Valiant Vigis, RA-5C a/c, pt III.

Coming soon

These are some of our future releases to be available in the next few months. Luftwaffe Sabres pt III.....Valiant vigis pt IV.....Furies of the Fleet pt III..... Oriental B-24s. Pacific based a/c with airbrushed nose art, 72 and 48 scales. Sopwith triplanes, pt I and II. F-101 Voodoos, several sheets. F-84F Thunderstreaks, Checkernose P-51 of the 78 FG. Great sheets. Skytrains Pt I and II, C-47s. Skynights F-3Ds, Pt I-IV.



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The Trimaway is a nylon-based handle fitted with a heavy-duty No.25A blade, complete with blade guard and available in packs of three.

Two large (No.4) fitment handles:- the 6A Acrylic and the standard No.4, each supplied with five No.26 blades. Surgical quality blade No's 21, 25, & 26 fit both handles.



Modelling Products



Detailing Wire and Mesh

A selection of interesting items has been forwarded by little-cars.com (the company that brought you Micro-Mesh in a pencil case). The company is interested in expanding the ranges of both woven mesh and copper wire, and invite modellers to contact them with feedback in order to assist the process.



A number of sizes and styles of mesh are available, and these will prove particularly useful in many areas.

Mesher received for review are:

- 0.58mm gap woven fine stainless steel mesh.
- 0.8mm gap woven medium copper mesh
- 0.8mm gap woven medium stainless steel mesh
- 1 mm wireform aluminium mesh
- 1.4mm gap woven large brass mesh
- Very fine brass mesh.

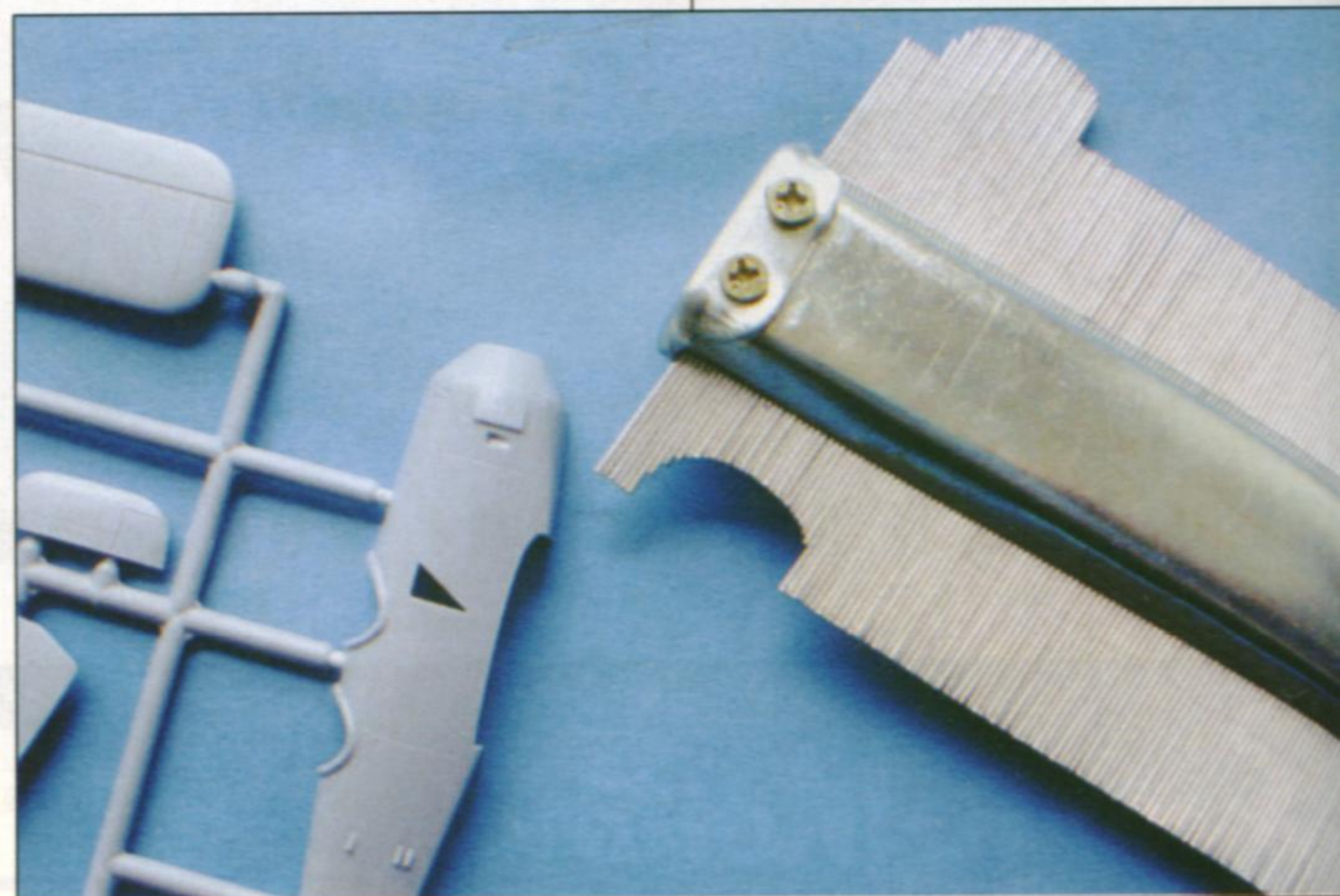
In addition to the meshes, a range of wire products is also available, which the modeller will no doubt find useful for detailing those sparse cockpits and wheel wells. The range of wires available is extensive, and for full details the modeller can visit the manufacturer's website at www.little-cars.co.uk All meshes and wire products are currently listed at £2.50 per pack.



Am-Tech Metal Contour Gauge

Also provided by little-cars.com is this remarkable device by Am-Tech. If you have ever tried to fit wallpaper around an ornate plaster moulding you will no doubt have resorted to a similar device. How many of us will have adapted the tool for use in a modelling context?

This tool retails at £2.50 and is available, along with many other tools and modelling products from the little-cars.com website, or directly from them at any one of the many model shows they seem to attend.



Aircraft Colour Charts from Iliad

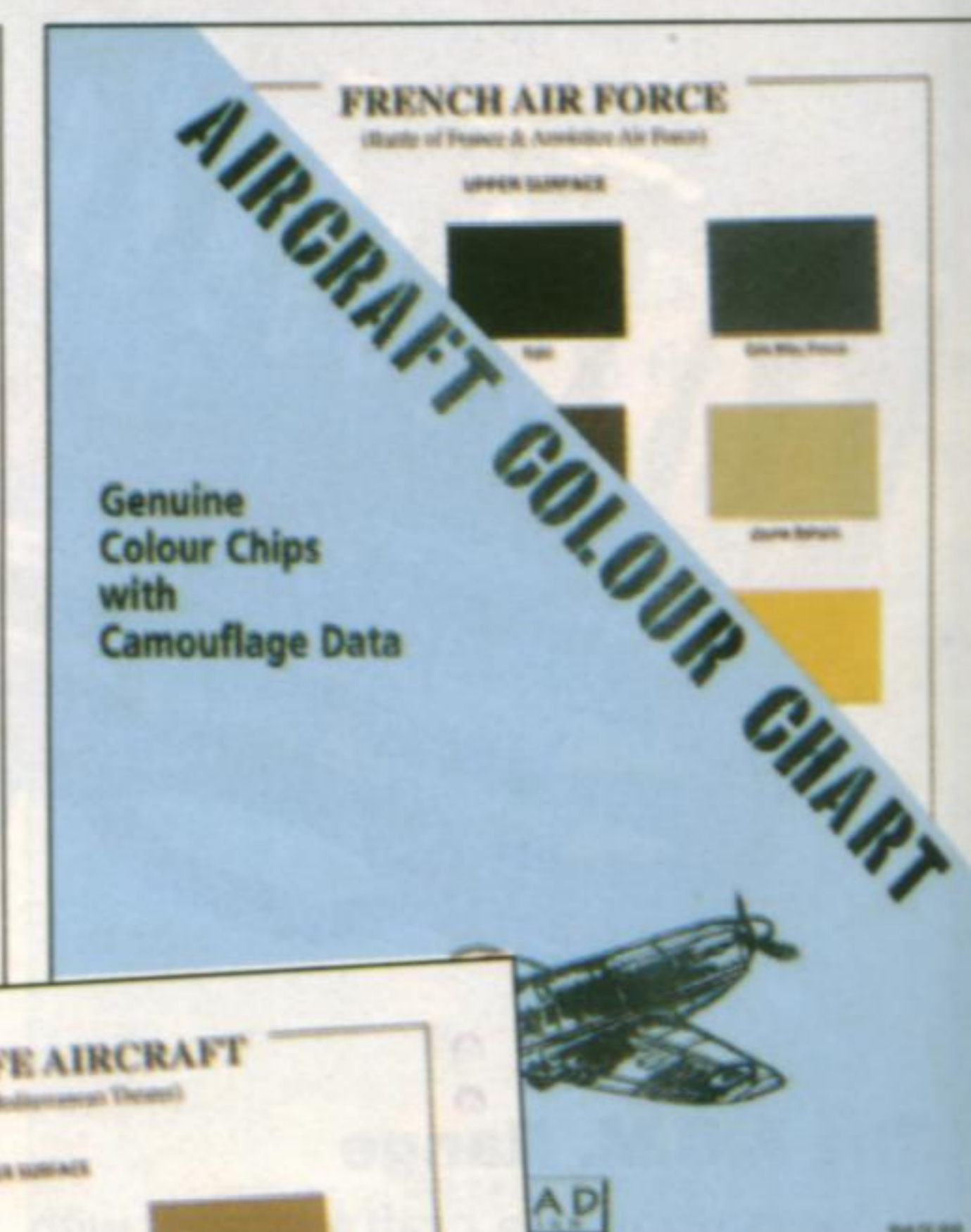
CC-010 French Air Force

Three ring-punched A4 cards provide you with full and accurate details of WW2 French and Vichy paint colours. 11 paint chips are provided, which are based on extensive research and exhaustive comparisons with original samples.

CC-011 Luftwaffe Aircraft North African/Mediterranean Theatre

This set features 6 paint chips and gives comprehensive details of colour schemes employed by the Luftwaffe in the desert campaigns. Of particular interest are the notes on German use of locally available Italian paint stocks.

Iliad produce a range of these charts,



and although there is currently no UK importer they can be obtained from Iliad direct via their website www.iliad-design.com

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And it comes at a retail price of just \$89.99*.

It doesn't get much cooler than that.

AZTEK



Old Hog Nose

Angus McDonald battles with AMtech's Boeing EC-135 ARIA/ALOTS and wins. Just!

Little did I realise what I was letting myself in for when this kit arrived. Had I known I would have sent the package back under armed guard, with strict instructions that it be given to some particularly villainous villain as purgatory.

You see, with three young children, a stack of DIY, and an even bigger stack of models to build, it's all a matter of time, and this model required a great deal of it. Just before I commenced building I had completed a Heller C-135FR. I only discovered late on in that build that the C-135FR was based on the old AMT/ERTL C-135 mouldings and I quickly discovered that this kit is, too. That I went on with it after all the grief I had with the C-135FR was only because of that nose/proboscis/schnoz. Oh, and the therapy. And the real ale.

The kit was tightly swaddled in a long thin plastic bag and looked like a large sausage, the theory being, I guess, that by tightly wrapping the parts, room for movement and hence damage is greatly reduced. This seemed to work, as the only problem I encountered was with the wing sections and the floor which were badly warped, but easily fixed by slipping them into a sink and pouring boiling water over them.

A touch of the droops

Droop is a notorious and distressing problem requiring expert remedial attention. I am, of course, talking here about *wing* droop. AMT engineered beautifully thin wings with wonderfully sharp trailing-edges, but at a price. The thinness of the



plastic means that the wings are not self-supporting, and will droop (Photo 1). AmTech supply a reproduction of Chuck Davenport's article on correcting this droop. If you choose not to follow Chuck's approach, you must devise some other means.

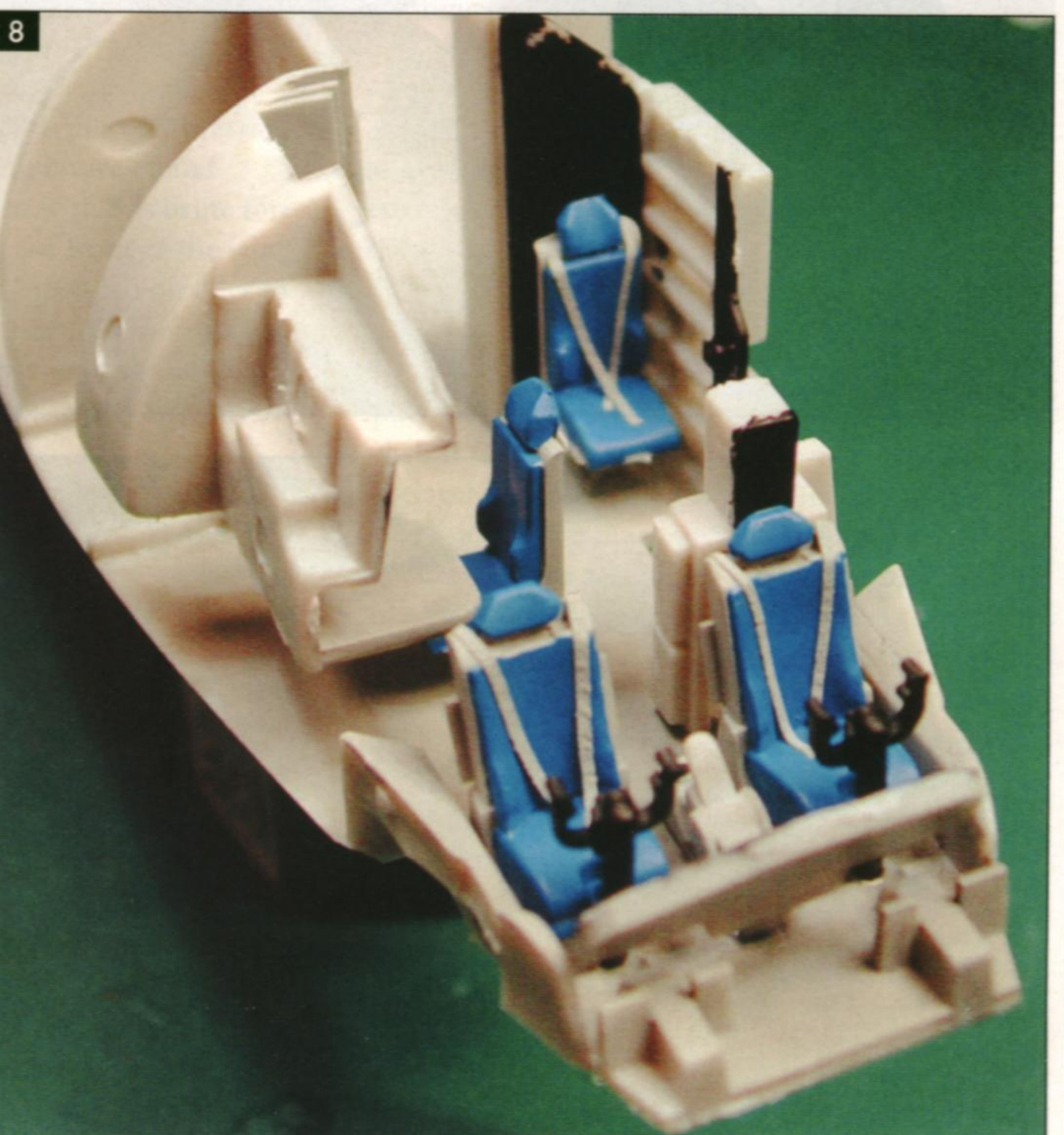
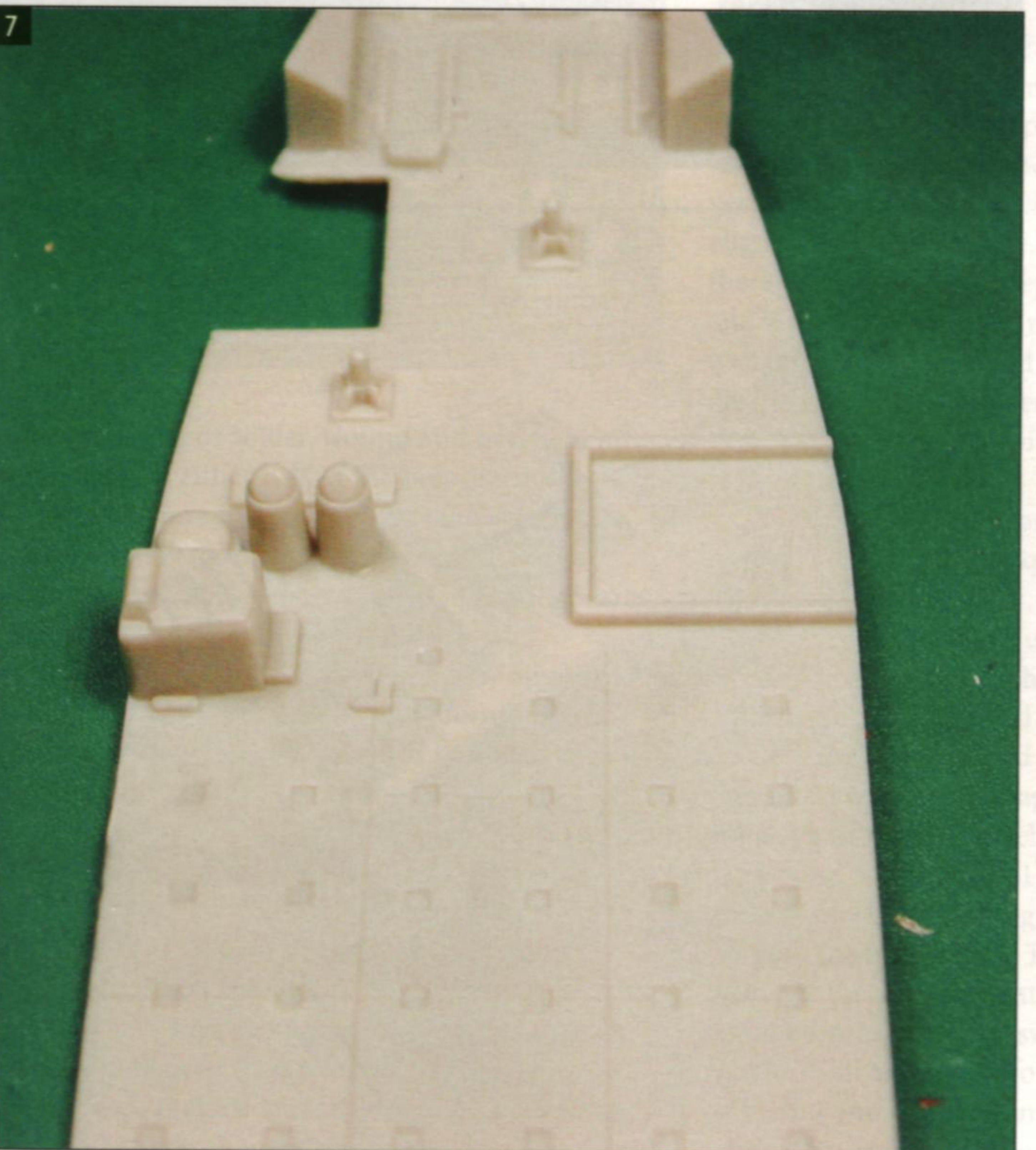
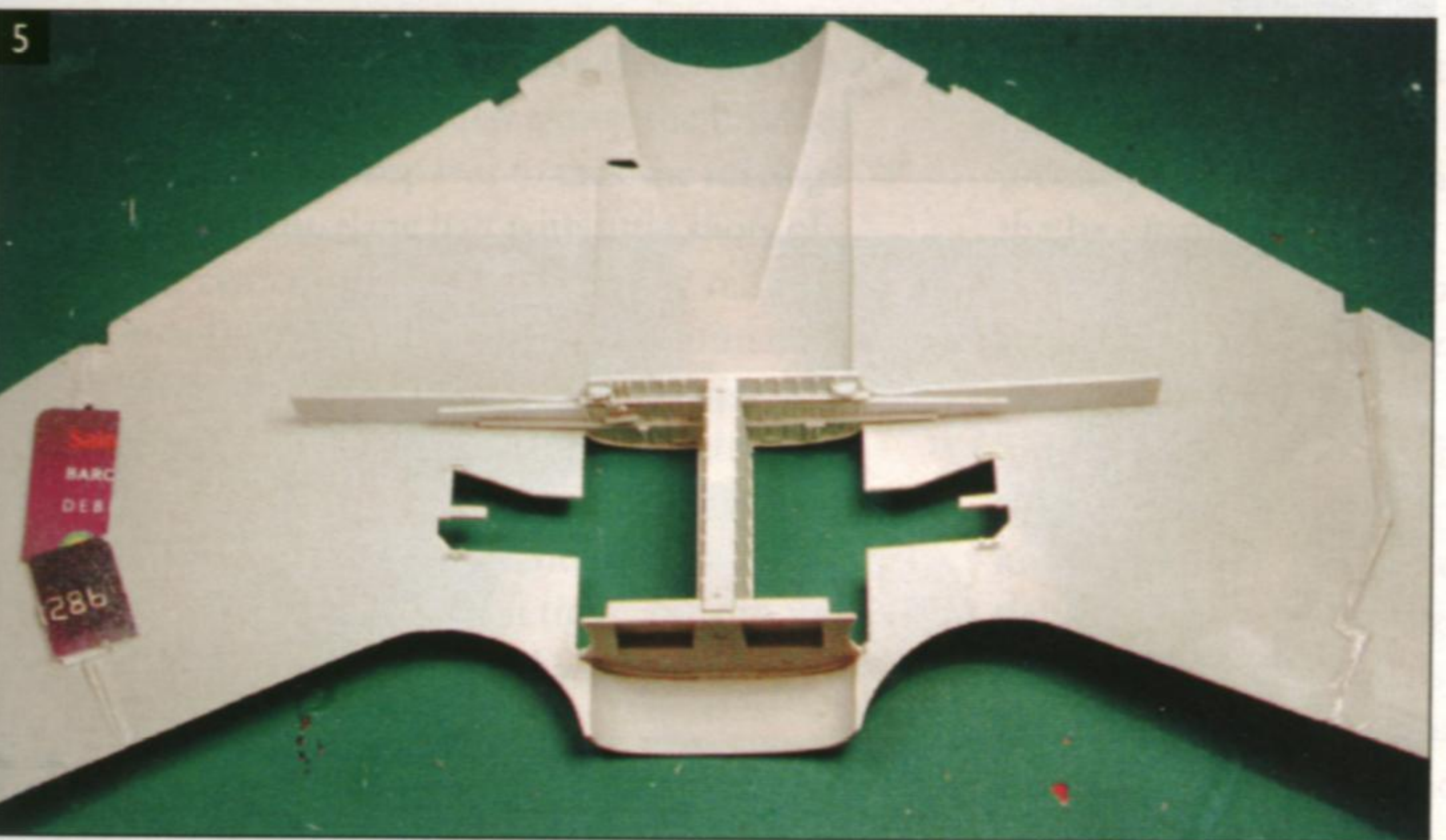
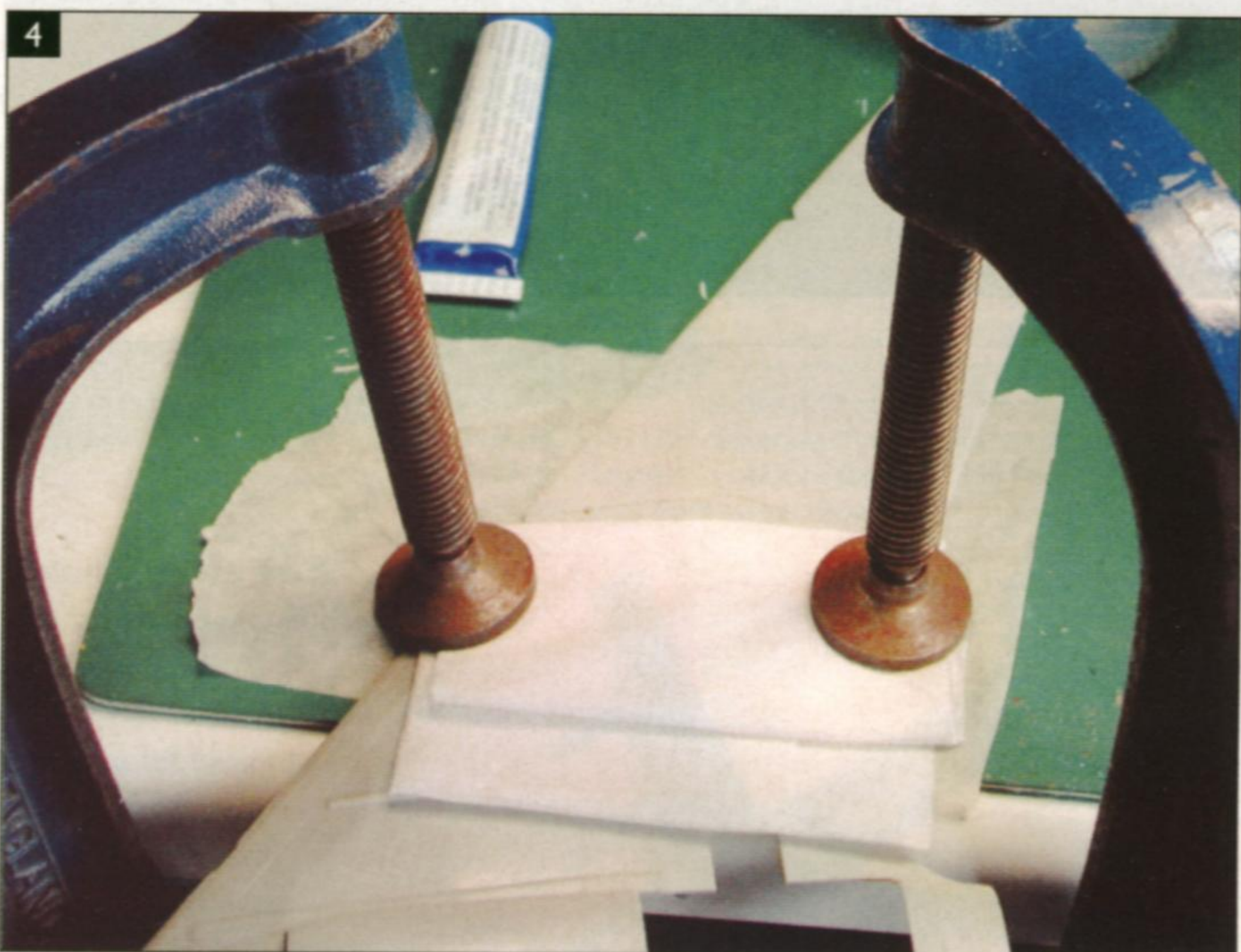
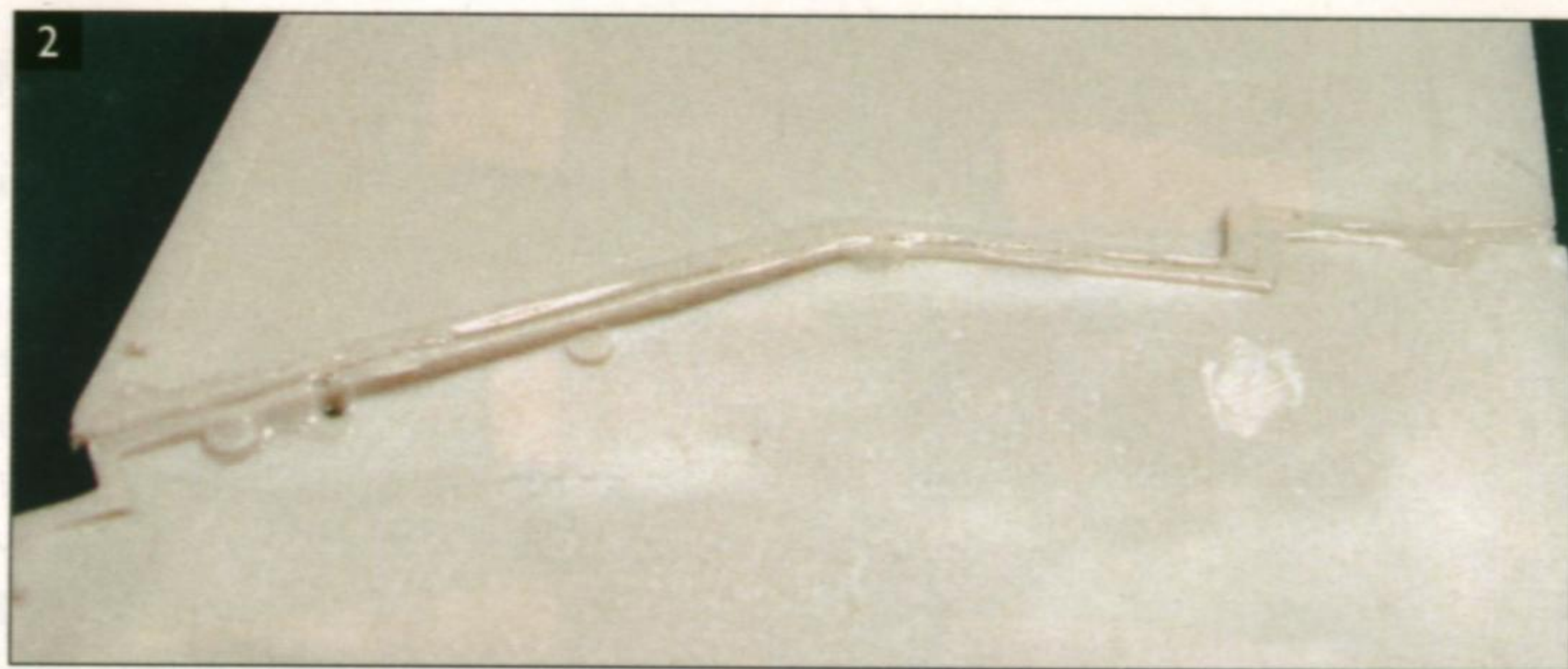
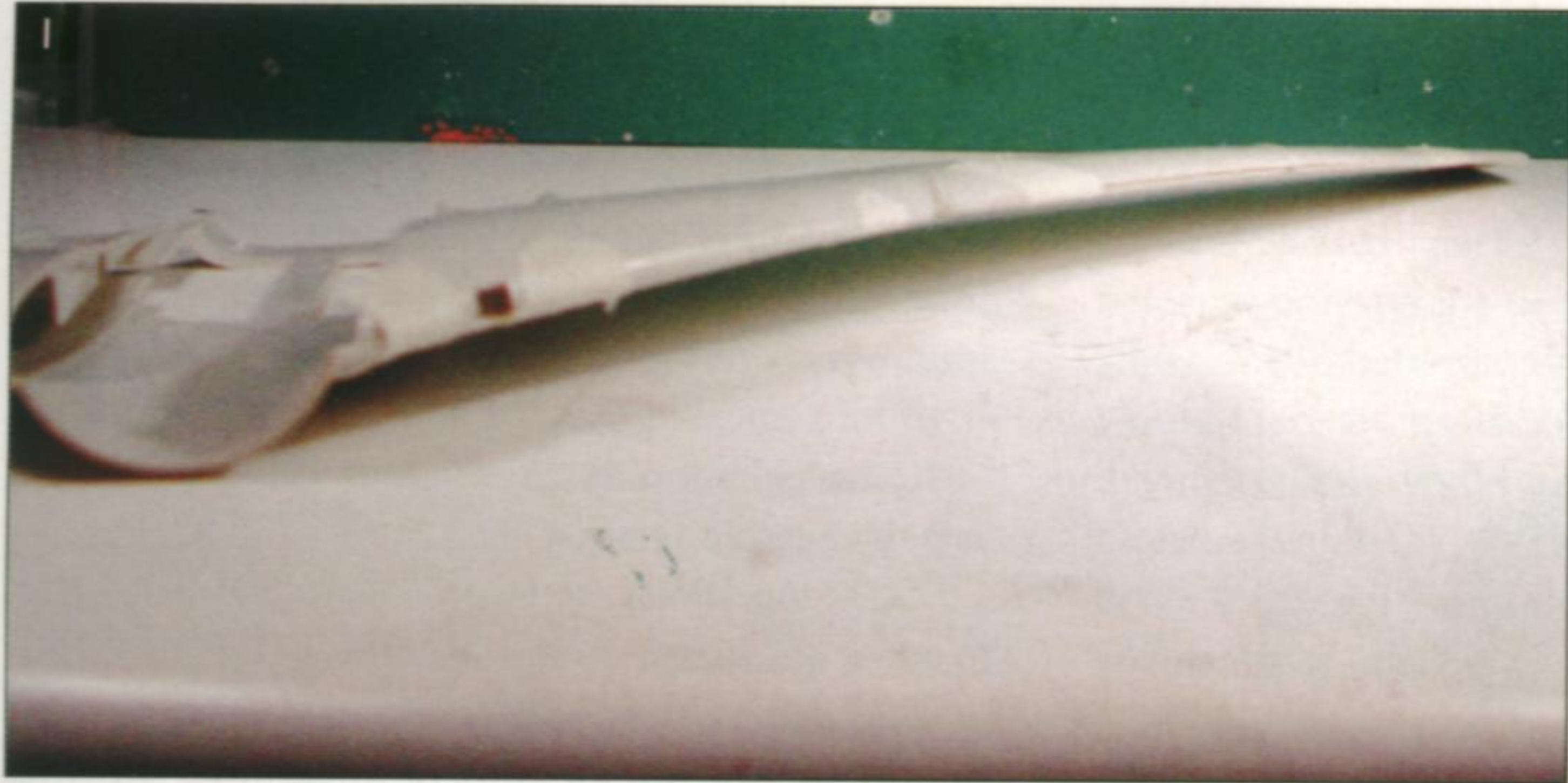
The wings come in five pieces — centre-section (which is glued to the underside of the fuselage and incorporates the undercarriage wells), two lower wing sections and two upper wing sections. First problem: the centre-section has different thickness of plastic to the lower outer sections. Put the two together and there is a nasty step to sort out (Photo 2). Further, by using the locating pins/holes to connect the lower wing halves to the upper wing halves you get some gaps to fix. I started following Chuck's approach to fixing wing droop. First, I hacked away at the mating surfaces, clamping the parts together to align them correctly, building up the thinner wing section with pieces of sheet plastic, then spanned both sections with a more substantial piece — old credit cards are excellent

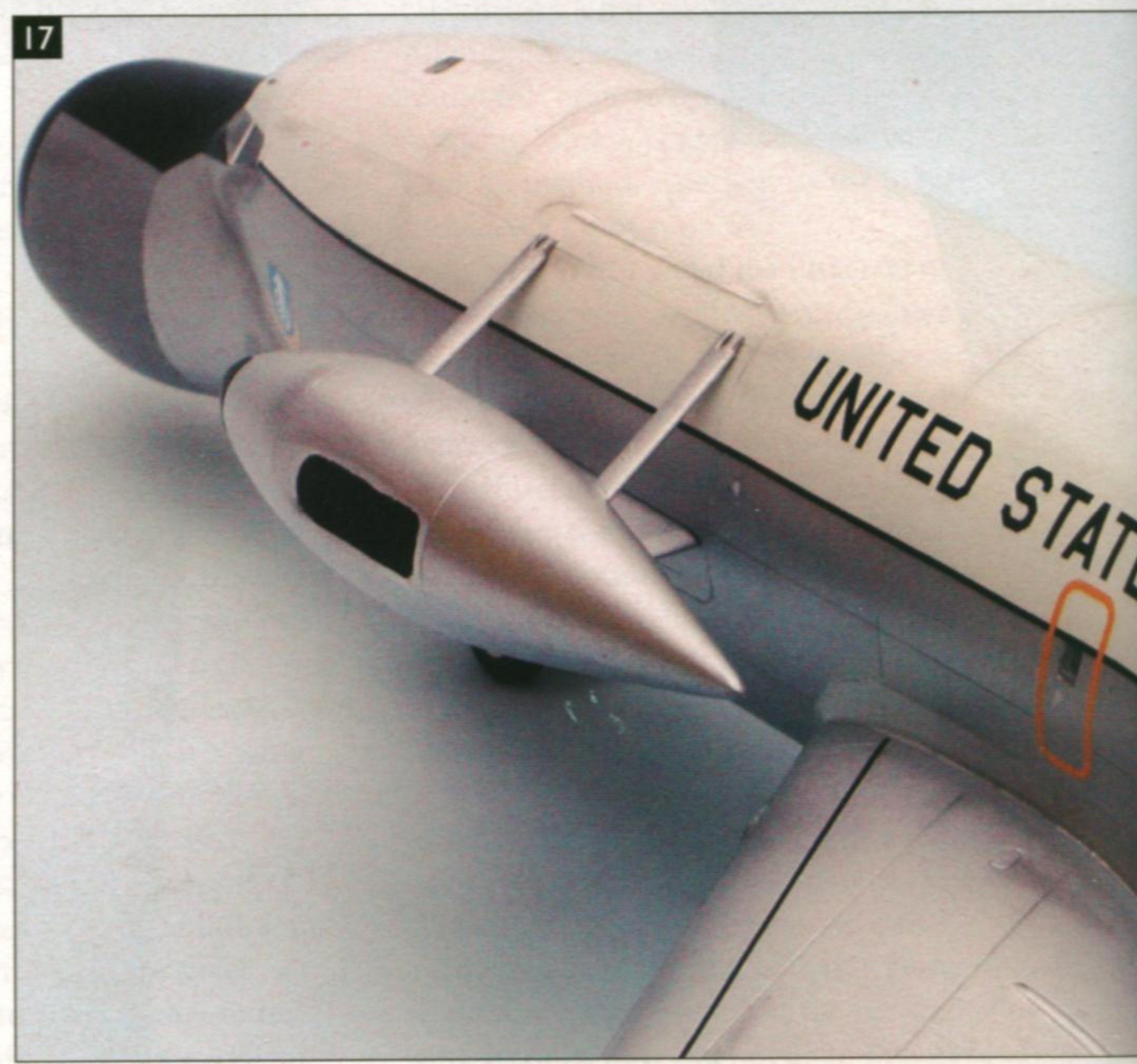
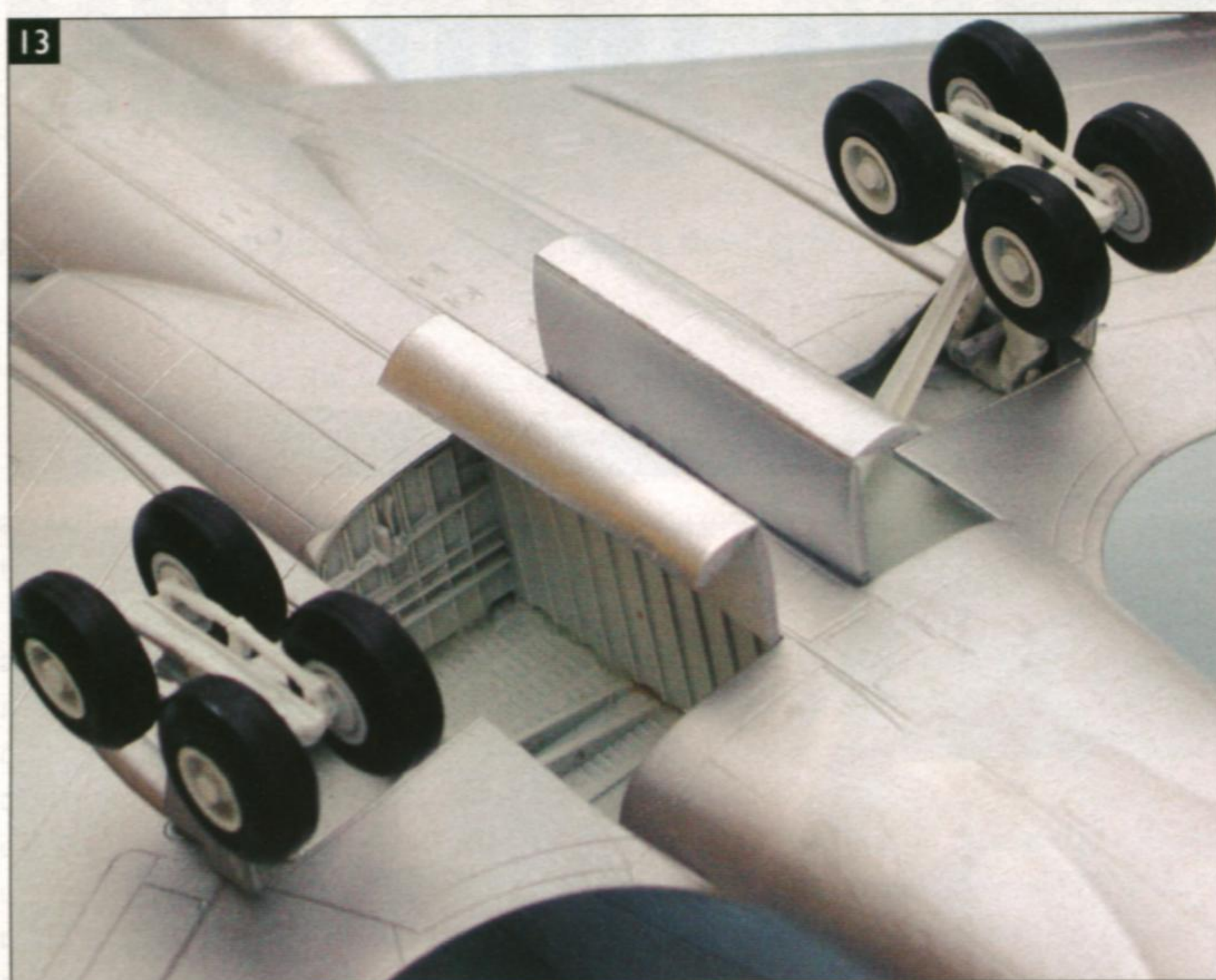
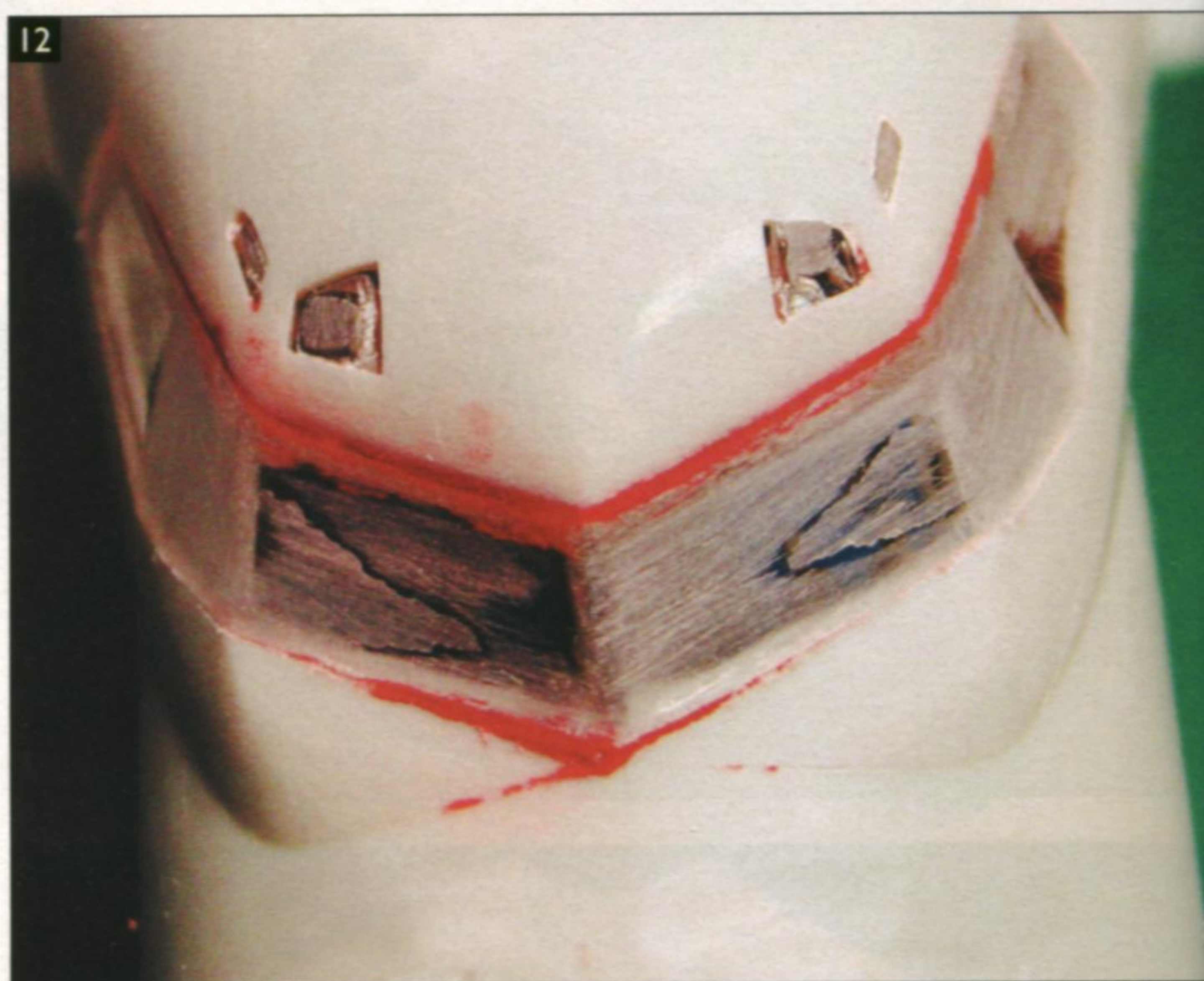
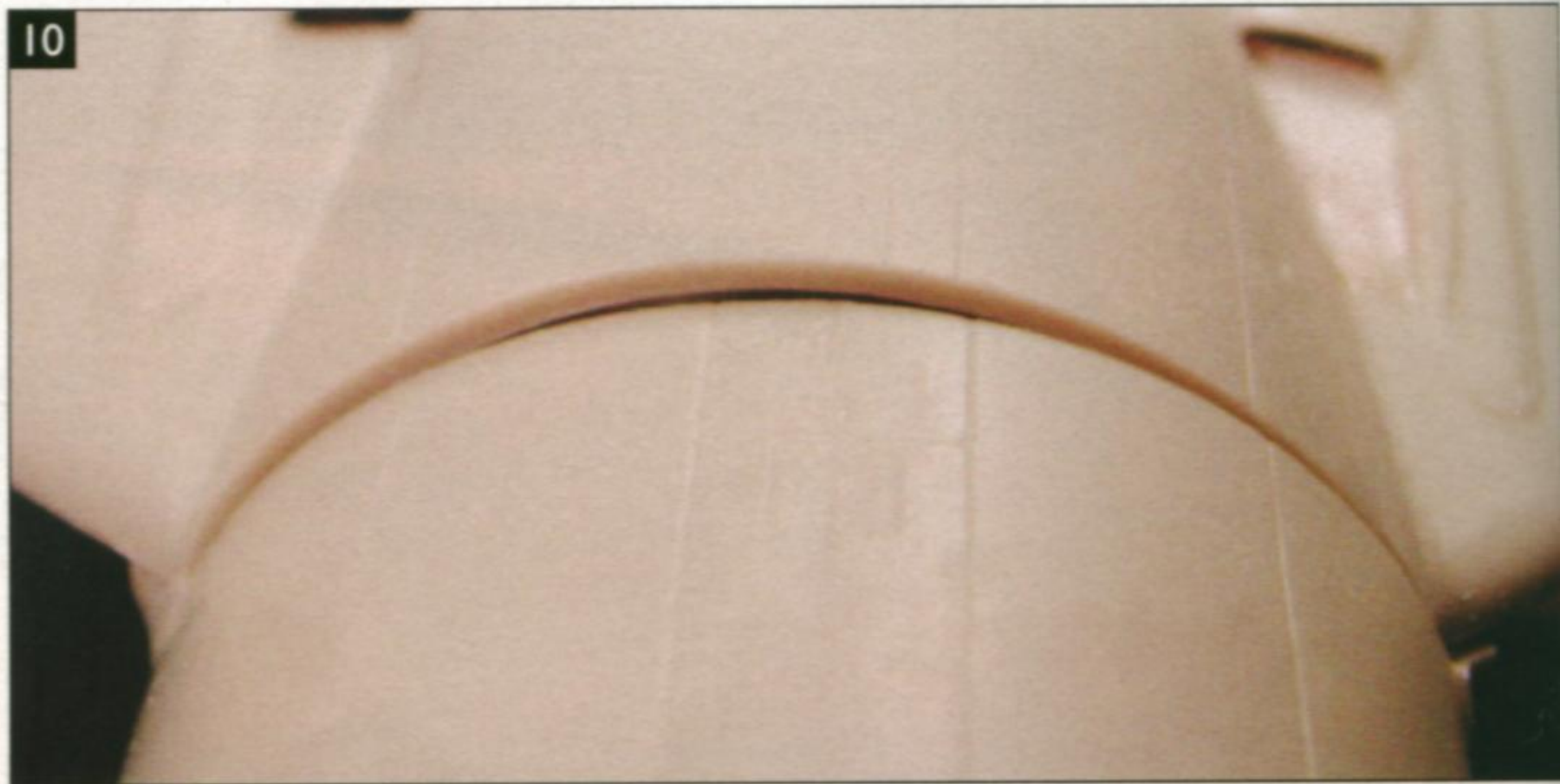
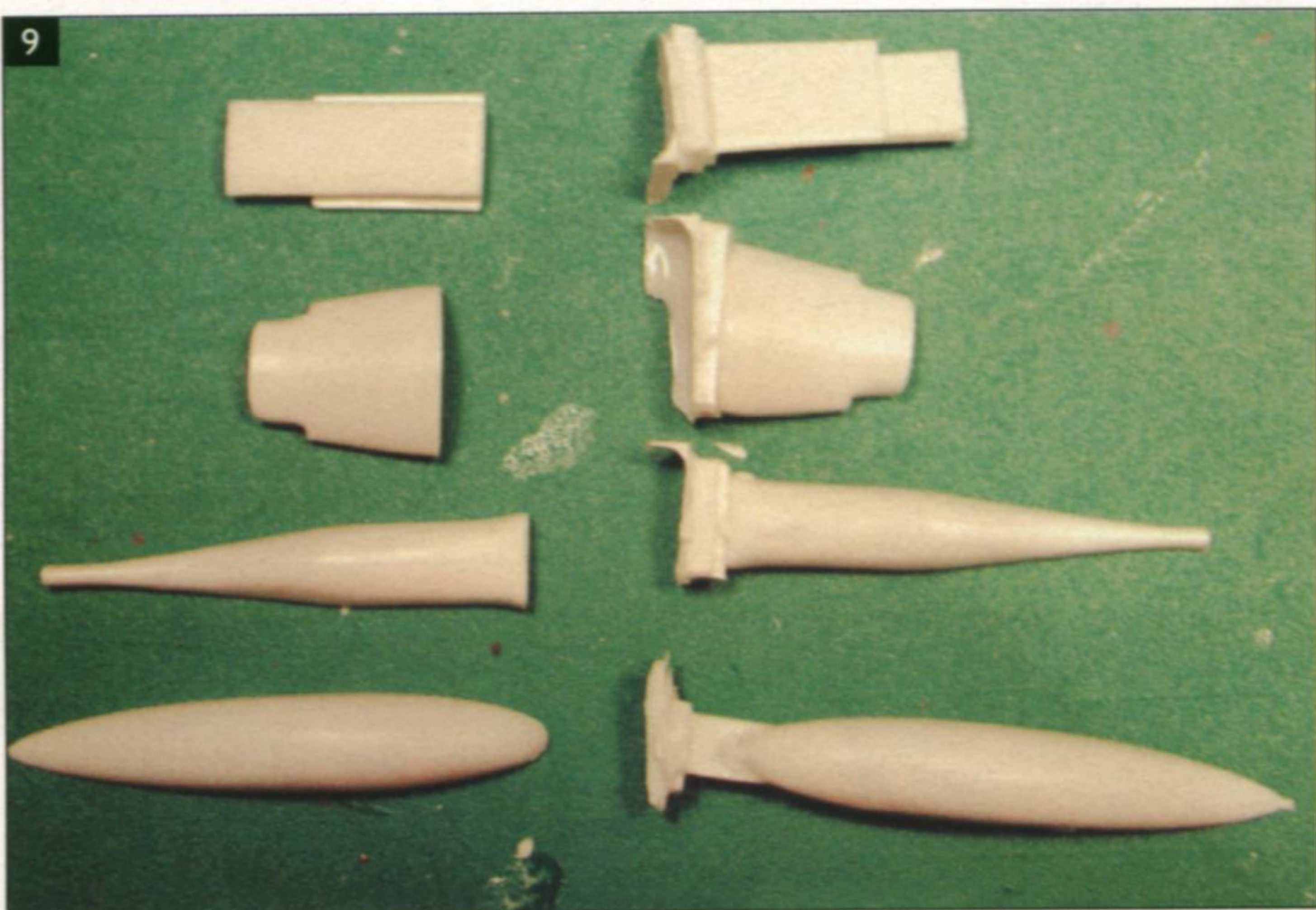
for this (Photo 3). Aligning the parts for clamping proved difficult, not helped by my use of five-inch woodworking G-cramps

During my dry-fit process I spotted the potential for an alternative approach. Don't trim away the mating surfaces, but apply copious quantities of polystyrene cement, then clamp the wing parts together on a flat, soft but firm surface (Photo 4). Align the outside surfaces and *voila!* it's done. I found this approach simpler and faster. The resulting joint appeared every bit as firm as with Chuck's method, especially as the top wing section provided a lot of support.

At this point I glued the undercarriage bulkheads to the inner wing section, my idea being that by gluing them directly to the wing the correct dihedral would be attained, and an improvement of the kit's instructions which call for the bulkheads to be glued to the fuselage first (Photo 5). Chuck also suggested reinforcing the wing, for which he chose 1/8" brass stock, but I wanted the minimum amount of work with the least amount of plastic-hacking, so I used fibreglass and Bostick for glue as resin wouldn't stick to the polystyrene (Photo 6). The result was a stiff support that was easy to apply and quite light.

With the lower wing sections firmly glued together, one of the locating pins had to be removed from each wing half. The previously mentioned gap between the wing sections was caused by the locating pins/holes, so by directly gluing the wing sections together you avoid the problem. The upper wing sections now did not align precisely, worst



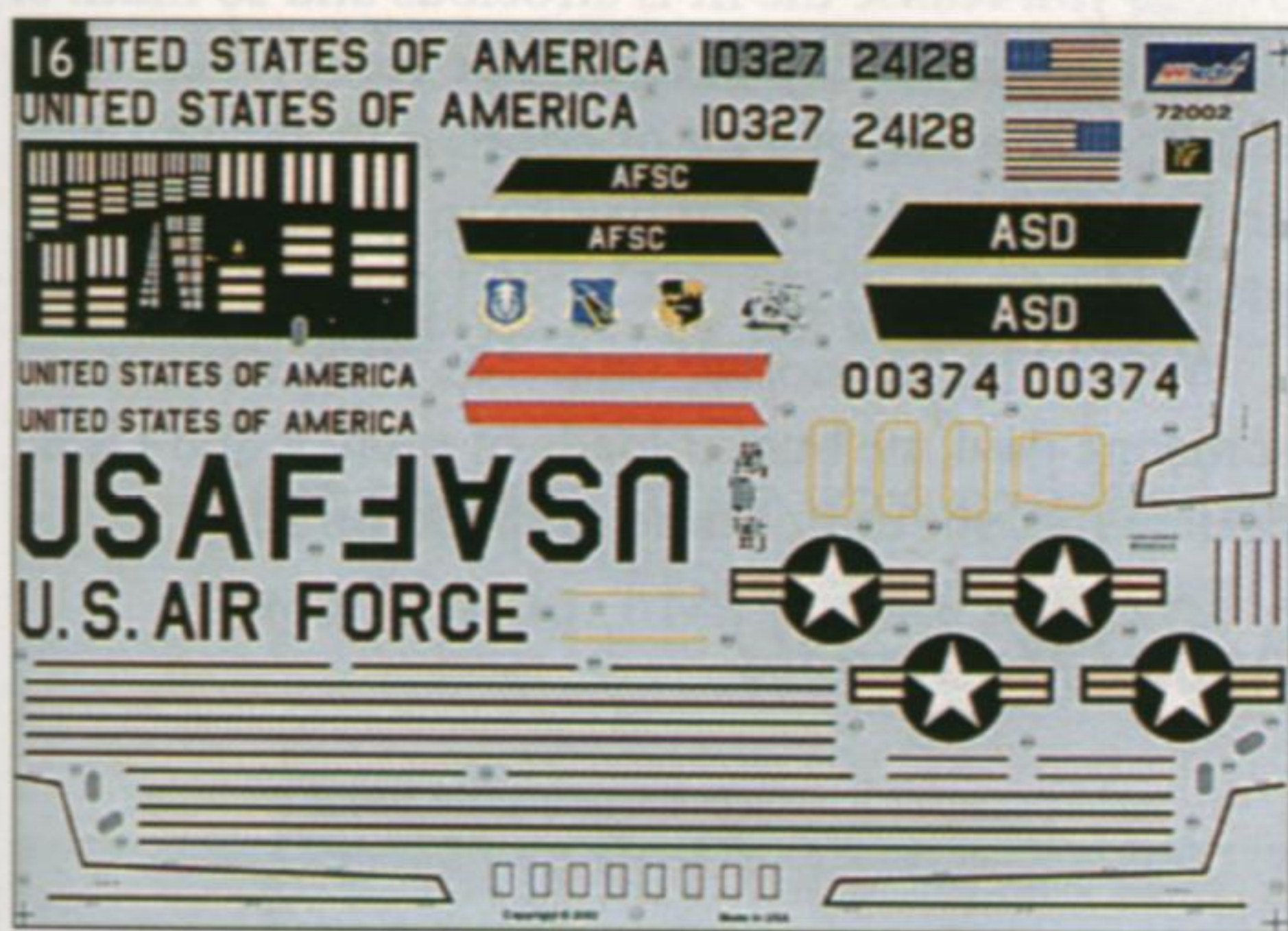


being the starboard half where the leading-edge was offset by up to 3 mm. I could see no viable solution other than building up the lower panel with filler.

From my build of the Heller C-135FR I knew that 95% of the interior cannot be seen, even if you were to build the tanker version and pose the cargo door open. This is a shame as AMtech provide a lot of detailed parts for the interior, all quite beautifully moulded (Photo 7). I glued some bulkheads to the floor of the cabin area purely to avoid any see-through effect, but did not bother painting some of them, whilst others got a cursory covering. There really isn't any point in going to town on painting the interior as you can't see much through the small windscreen. It appears most C-135s' cabins are carpeted, so you could paint the cabin floor blue, but again you won't see it.

For the flight deck the kit has two instrument panels, one beautifully moulded with all manner of dials, switches, and monitors, the other devoid of detail. I used the latter, as you can't see the panel through the windows, added control columns and made seatbelts from masking tape, as these can be seen (Photo 8). A big problem with the fuselage is a dearth of locating pins. The wide distances between them and the thinness of the plastic means a great deal of flexing when gluing the fuselage halves together. Little strips of plastic need to be added to fuselage edges to provide support, and again I fashioned these out of my trusty store card (*is this a novel no-going-back way of restricting your spending, Angus? Ed*).

With all the grief I had with the Heller kit I decided to take it slowly when gluing the fuselage halves together. First step was to tack the fuselage floor to the port fuselage half with little spots of polystyrene cement so that I could easily remove it if it was not correctly aligned. Fore/aft alignment is aided by a tongue of plastic on the underside of the floor adjacent to the cargo door which butts up against a small tab on the fuselage side. Next I dry-fitted both fuselage halves and much to my surprise got a near perfect (if somewhat tight) fit with none of the problems I had encountered with the Heller kit.



I epoxied 20g of solder, wound and flattened into two clumps, to either half of the bulbous nose, glued the nose gear into its housing and then stuck the whole assembly to one fuselage half. Some wonderful detail has been moulded into the housing but it cannot be seen at all. What a waste!

Placing the halves together, I began by aligning them at the top of the cockpit and promptly encountered the fit problems I had had with the Heller kit! Even when forcing the halves together the fuselage edges would not meet properly, yet dry-fitting had revealed no problems. Curious.

Reviewing the dry-fit sequence, I realised that I had started aligning on the underside just in front of the wing root, so I took the fuselage halves apart and put them back together again, starting this time from the underside then working round the nose, top, tail, then underside rear, engaging the locating pins and holding all together with masking tape. No

fit problems. All clicked together effortlessly. Hmmm. Curiouser still.

There then followed a fraught and tense hour as I carefully prised apart small sections of the join and smeared polystyrene cement and spots of medium superglue in between, the idea being the superglue would form an instantaneous joint while the slower drying cement would weld the sections together. Done! The fuselage halves went together without the brute force, miles of Sellotape and hours of gluing and sanding I had experienced with the Heller kit.

ALOT of pods and resin bits

Now it is strange to be saying it at this stage of construction, but the kit has all sorts of parts to make numerous sub-versions of the EC-135. There are some interesting configurations with quite wild aerials, and AMTech provide (via Black Box) a number of resin items which are not catered for by the basic kit (Photo 9). I plumped for the ALOTS (Airborne Lightweight Optical Tracking System) version, which requires some resin parts to correct the fuel dump pipe.

The instructions show the modifications needed. First is to cut off a bit from the rear fuselage, and the instructions show a saw being used. Bit excessive, I thought, so I used a hobby knife to slice it off. Actually, it would have been a lot easier to have cut this part off *before* gluing the fuselage halves together, but I am not one to pore over instructions before commencing construction. There's nothing like the sense of anticipation of not knowing what's next in the build sequence and realising you could have made the whole process a lot simpler by reading the instructions. Cleaning up the beautifully moulded resin parts was no great hassle. I was intrigued to find that some parts were hollow, and equally puzzled as to why AMTech supply a spare set.

Further trimming of the fuselage was required to get these parts to fit, and they must fit snugly. The kit's fuel dump pipe/refuelling probe did not fit tightly against the fuselage, so a fair amount of filler was worked into the gaps betwixt resin and injection parts, followed by an equally fair amount of swearing, sanding and more filler.

Taking big steps

A dry-fit of wing to fuselage revealed the same 3 mm step I had encountered on the Heller kit (Photo 10). I found that the step could be reduced by forcing the inner wing section in place by pressing very hard so it matched the curvature of and aligned with the fuselage. Even with this brute force there was still a 1 mm step at the front of the wing and a smaller one at the rear. I glooped on filler to build up the fuselage and sanded the whole lot down (Photo 11). Conversely, the wingroot join was surprisingly good, with only a tiny amount of filler required.

The flight deck roof consists of two parts — the transparency and an opaque cap that fits on top. The transparency does not fit, the fuselage being too narrow. I resorted to my usual solutions: brute force and lots of sticky stuff. There was sufficient flex for the part to bulge outward and more or less fit, then on went the cap, followed by filler and sanding to blend it in with the fuselage (Photo 12) and polishing of the windshield with Halfords rubbing compound and fingernail polishing sticks. My will to live was slowly dissipating, and I didn't do a good job with the blending. In keeping with the recurring theme of this kit the flight deck roof has sumptuous moulded detail — dials, switches, buttons, levers, panels — all crying out for a steady paint hand to paint, but you can't see anything when it is in place. I didn't bother with the myriad of small



ARIA

The EC-135 ARIA (Apollo Range Instrumentation Aircraft) was developed in the 1960s in a joint NASA/US Department of Defense programme for tracking manned space missions and unmanned orbital and ballistic re-entries. Eight C-135s were modified by McDonnell-Douglas at Tulsa, Oklahoma (airframe) and Bendix Field Engineering Corporation (electronics) to provide airborne voice and telemetry relay. The 'Hog Nose' radome housed a seven-foot-diameter S-Band tracking radar. Four of these were also configured as ALOTS (Airborne Lightweight Optical Tracking System) vehicles. The streamlined ALOTS pod housed a steerable television camera with powerful telephoto lens and could be mounted in place of the EC-135's port-side cargo door when required.



The ARIAs (renamed *Advanced* Range Instrumentation Aircraft) when the Apollo programme ended were based at Patrick AFB, Florida until November 1975, when they moved to Wright-Patterson AFB, Dayton, Ohio, relocating again in 1994 to Edwards AFB, California. Funded by NASA, they operated around the world gathering data during space missions and missile launches. The last airworthy ARIA, 60-0374 *Bird of Prey*, made its final flight on 2 November 2000, flying to Wright-Patterson AFB for display at the Air Force Museum as a tribute to the 21 ARIA crew members who died in the crash of EC-135N ARIA/ALOTS 61-0328 near Frederick, Maryland in 1981.

transparencies which are dotted around the aircraft, simply plugged them all with Krystal Klear at the finishing stage.

Wheels up or down? You have no choice unless you want to enter into some serious scratchbuilding or find aftermarket parts, as one part of the undercarriage doors is moulded for the gear extended configuration. There are *many* wheels: eight for the main undercarriage bogies and two for the nosewheel, yielding 18 halves. The struts and oleos are fairly substantial and nicely moulded, and the whole undercarriage went together without too much hassle but the instructions were a little vague when it came to attaching the main units to the fuselage. The locating 'hole' is a shallow, tear-shaped depression in the inner surface of the top wing section. There is also a little locating 'square' built into the bottom wing section but it's not immediately obvious as it is horizontal and partially hidden. Manoeuvring the undercarriage into its well and locating hole will test your concentration, patience and dexterity. I failed the test with both the Heller and AMTech kits, electing instead to cut off the locating pin on the undercarriage and stick the whole lot in place with my usual copious quantity of polystyrene cement. I also gave up attempting to fit the doors connected to the undercarriage and cut them short to fit (Photo 13).

Two sets of engine pods are supplied, for the pure jet Pratt & Whitney J-57s and turbofan TF-33s. I wanted to use the latter, but the ALOTS version I

was modelling had the earlier engines. In contrast to the rest of the kit the engines are quite crude and the fit of the pods around the intake lips was pretty bad (Photo 14). With knife, filler, file and sanding I cleaned them up as best as my depressed state warranted, but didn't bother with the internal seams as you can hardly see them.

Now to the woes of fitting the engine pods to the wings. The whole alignment of the lower wing sections with the uppers had shifted, with the result that the locating holes for the inboard engine pylons were about 2 mm closer to the fuselage. Even if I had cut the locating pins from the engines they still would not have fitted the wings properly. The worst offender was the starboard inner, which barely fitted even with subtle application of brute force and extreme prejudice (Photo 15). A distressingly large quantity of filler and superglue, and even larger amount of sanding, was required to get any sort of fit.

The end is nigh

Just when I was considering joining a monastery and forgoing any form of model making, I realised the airframe was ready for painting. The various antennae were glued to the fin and wingtips (they are quite springy, and survived all my handling). A quick bit of rescribing here, the odd bit of sanding there, a final polish of transparencies, an interesting session of masking the latter (I'd sanded off all the canopy frames), then on with a spray coat of trusty Halfords grey primer. Suddenly a lump of plastic, filler and glue actually looked like an aeroplane. The juices started pumping and enthusiasm returned. The top was sprayed with Halfords white plastic primer — not pure, brilliant white, but close enough. That huge nose was masked off and hand-painted with Citadel's chaos black before more masking engines and nose for the main colour, for which I used Halfords spray can aluminium. This stuff is wonderful! It went on beautifully and smoothed itself out on those places where I'd sprayed too much.

The kit decals, by Superscale, offer a choice of four schemes (Photo 16), one each EC-135N ARIA and ARIA/ALOTS, one EC-135B ARIA, and one C-135B T/RIA. They are thin, but not *too* thin, with miniscule amounts of carrier film, and are of beautiful register, colour and opacity. And they don't fit, at least for the wing walkways, for which some 200 mm more thin black striping is needed, and the tailplane walkways do not conform to any of the panel lines. I was equally surprised to see a dearth of stencils. Other than that the decals were a joy to apply, but had a distressing unwillingness to

adhere securely to the Halfords aluminium paint. I got the lengths of thin walkway decals straight by laying down a guide of masking tape. My previous attempt to lay these decals freehand on the Heller C-135FR took a fraught three hours, with unsatisfactory results.

And so the final bits went on. Hurrah! The undercarriage was hacked and forced into place, main undercarriage doors bent (they are designed to) and installed, fuselage navigation lights fiddled into place, landing lights pared, hacked and glued, and resulting gaps filled with white glue. The ALOTS pod was masked off and painted with Citadel's chaos black, but the acrylic paint did not want to know about the Halfords aluminium, lifting when I removed the masking tape. Stubborn old me struggled on and hand-painted the ALOTS pod before supergluing it to the fuselage (Photo 17).

I decided to seal everything in with Ronseal's matt acrylic varnish, but something strange happened. The varnish pooled, running and not sticking to the aluminium paint. There is a rule that says you can put enamel paint onto lacquer and acrylic paint onto enamel, but acrylic onto lacquer does not work. I didn't know that then (especially as Future/Klear seemed to stick to the stuff) and sprayed on tons of matt varnish, mopping up the odd pool here and there. Casting an eye over the disastrous finish next day, I reached for some pastels,

ground them up and added the odd bit of weathering here and there, aiming for that 'refurbished after a slight encounter with a hurricane' look.

I'd done it! It was finished! And *Ooooh!* that nose! That odd-looking pod hanging off the side! And the awful job I'd done on the canopy. The slightly wonky alignment of the engines. The dodgy paint job. Oh, well, I shan't lose sleep over it.

It's all over now

When first you open the box and fondle the plastic you are lulled into a false sense of security. The parts are beautifully moulded. They have incredible detail. The panel lines are eye-poppingly gorgeous. There's not a sign of flash, and barely visible ejector pin marks. So you are fooled into thinking the fit would be of the standard of modern kits and you start construction. Then frustration and annoyance take over as you realise the fit is atrocious and so much of that gorgeous detail just cannot be seen. Whilst the result, after a hell of a lot of effort, is wonderful, you do feel slightly cheated at having to go through so much grief.

Would I build another one? No. Well, not unless someone paid me bucket loads of money, and I had double the amount of time to spend on it.

Angus McDonald





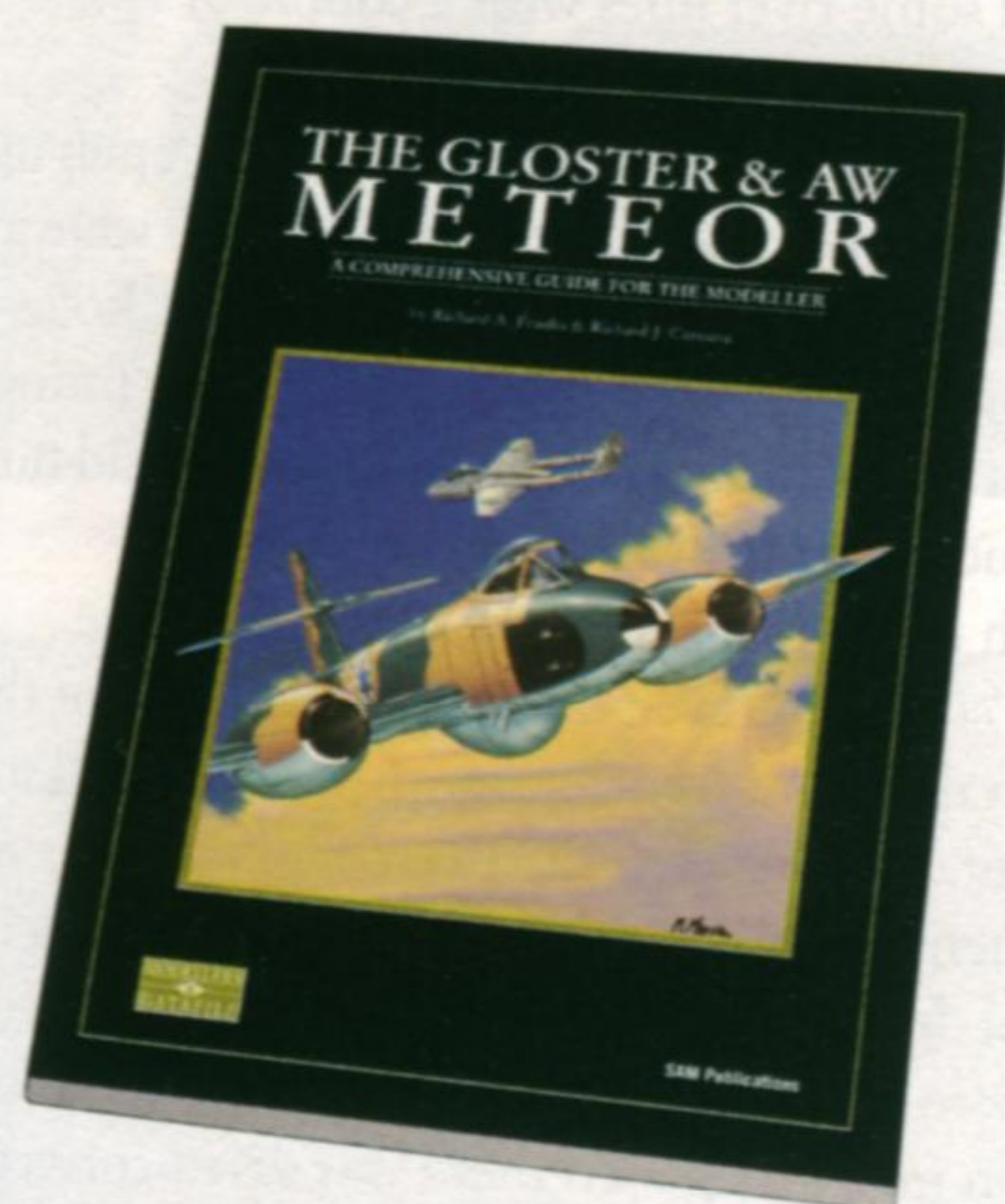
Win a Meteor

To celebrate their move to Whetstone, Corgi are producing a limited, unpainted edition of their Gloster Meteor, packed with a certificate of authenticity and a history of the Whetstone site.



Scale Aviation Modeller  in association with 

are pleased to be able to offer you the chance to win one of these models – of which only twenty will be issued worldwide. Five runners up will win a copy of 'The Gloster & AW Meteor' (Modellers Datafile Number 8).



You've got until December 15th to enter!

Just send us your name and address
on a postcard or in a sealed envelope to:

SAMI Meteor Competition
SAM Publications
Media House, 21 Kingsway
Bedford, MK42 9BJ

Corgi Follows in Whittle's Footsteps

Legendary diecast model makers Corgi are moving their warehouse to CS Ellis's new facility at Whetstone in Leicestershire – formerly the Ladywood Works, where Sir Frank Whittle undertook much of his pioneering work on jet development. Whittle came to Whetstone in 1936, and by 1944 up to 300 employees were producing twenty engines a month for the Gloster Meteor jets then entering RAF service.

Competition Rules

Employees/volunteers working for SAM Publications, Corgi and associated companies or their families are not permitted to enter. The first entry drawn will win. Entries are limited to one per person/household. No correspondence will be entered into. The judges' decision is final. Winner's names will be published in a future edition of Scale Aviation Modeller. All entries must reach SAM Publications by 30th November 2005, when the prize draw will take place.

www.corgi.co.uk



CORGI

1/32nd Scale

Manufactured by

Hasegawa

Imported in UK by

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Navy Blue Part 2

Grumman Hellcat

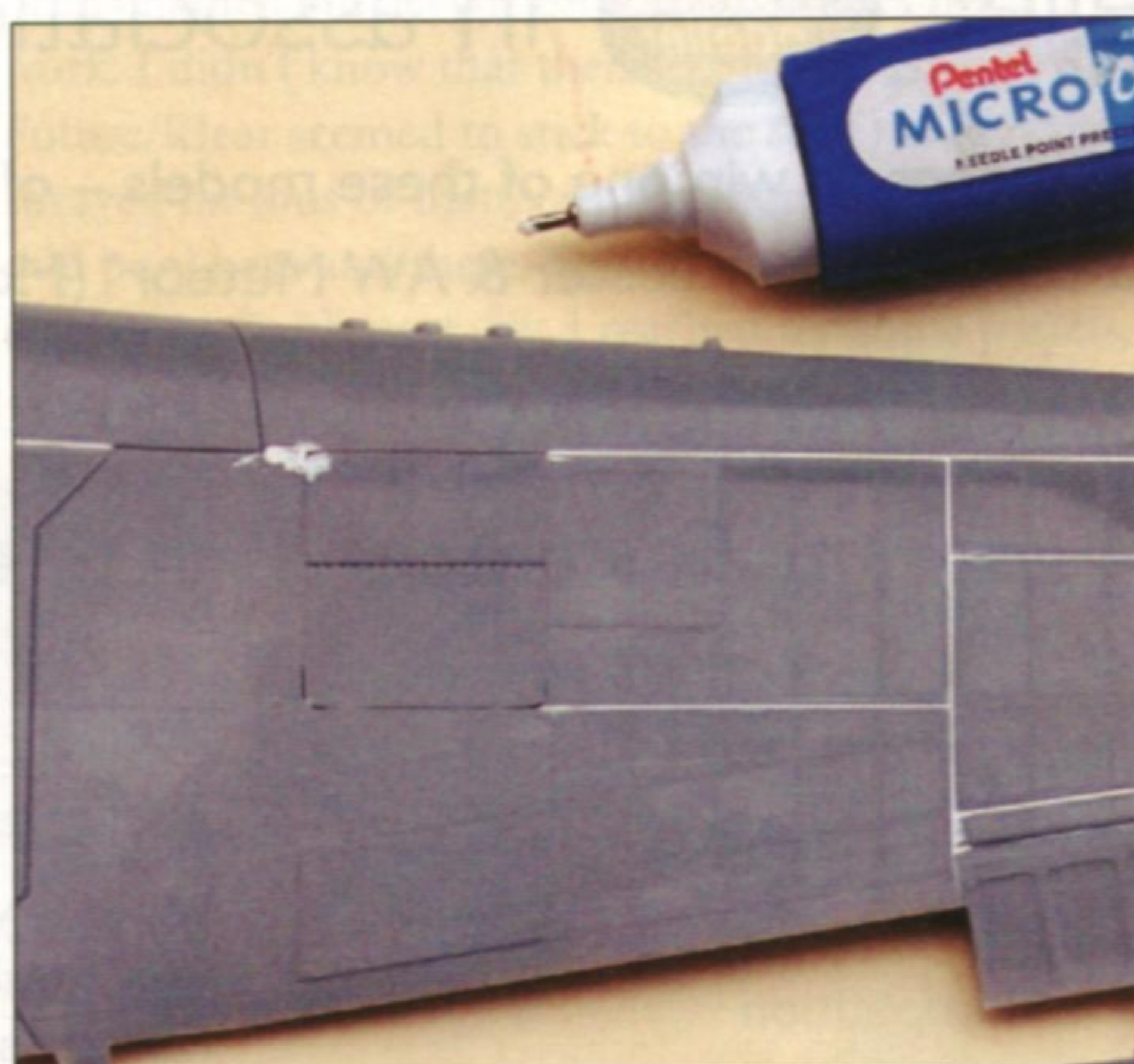
For the second in his occasional series on US Navy aircraft, David Francis builds Hasegawa's venerable 1/32 kit



When I started planning this series of US Navy subjects, one of its attractions was the chance to build some of the older kits to be found on model shop shelves. Of those I've chosen I think the Hasegawa 1/32 Hellcat is among the oldest, as it was first released in the early 1970s, and at 30 years of age you would expect it to be pretty crude! Well you would be wrong. Though not state of the art, it is a very nice kit featuring fine raised detail with some engraved panel lines, and when compared to plans it looks very accurate. In the current boxing you are supplied with parts to model both the F6F-3 and -5 variants, though you will have to research the aircraft you are building as some airframes featured details from both variants.

Another advantage to building an older kit is that you can normally find aftermarket accessories to bring it up to date. The Hellcat is no exception, with detailing sets in brass and resin from CMK and Verlinden, plus etched brass from Eduard, and resin wheels from Obscureco.

The last stage in preparing to build is gathering references, and once again for the Hellcat there are loads. Two that I found particularly useful were the Detail and Scale volume from Squadron/Signal and the *Hellcat Profile* by Kagero of Poland. These dual text Polish/English books are amazing value at only £11.99. The Hellcat volume starts with a history



Not quite trenches but still too deep, so they had to be filled

section, followed by a walk-round of a preserved Hellcat in colour. These are backed up by plans in both 1/72 and 1/48 scales with detailed cutaways and scrap-view drawings; numerous black-and-white photographs, many of which were new to me; colour side-views illustrating the various schemes used by the type during its operational career, plus a small selection of period colour photographs, and finally a special bonus. But more of that later.

OK, rave over, let's start modelling.

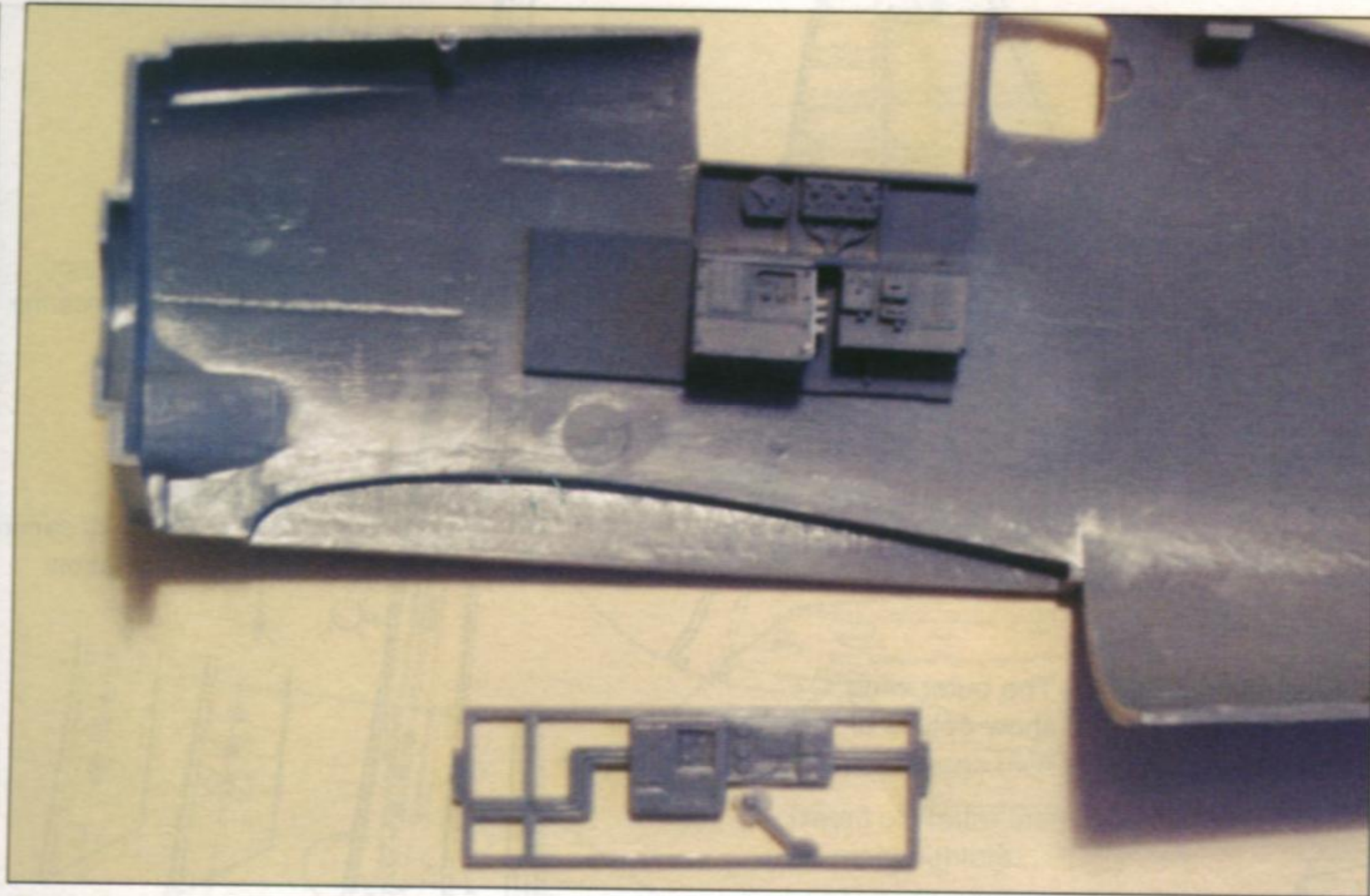
Construction

The first stage was to clean up the basic mouldings as there was a small amount of flash on most of the smaller components. At this stage I also rescribed some of the raised panel lines on the engine cowlings and added some rivet lines with a couple of twists from a pin drill.

As I wished to produce an F6F-3 I had to open up the small windows behind the cockpit. These were a major pain as the clear parts and flashed-over holes did not match, so I went slowly with repeated test fittings of the clear parts until I got a good fit. You could build a late -5 and forget the windows completely.

Though most detail is raised, Hasegawa have produced some engraved lines on the wings, but these are far too deep and trench-like when compared to a modern kit. Fortunately I discovered an easy way to remove them without also accidentally damaging the fine raised detail. I have for a number of years used a Pentel Micro Corrector to fill seams, so on a number of areas on my work bench there was dried correction fluid. One day, as I was cleaning the bench, I spilt some raw alcohol and to my surprise noted that it started to dissolve the old correction fluid on contact.

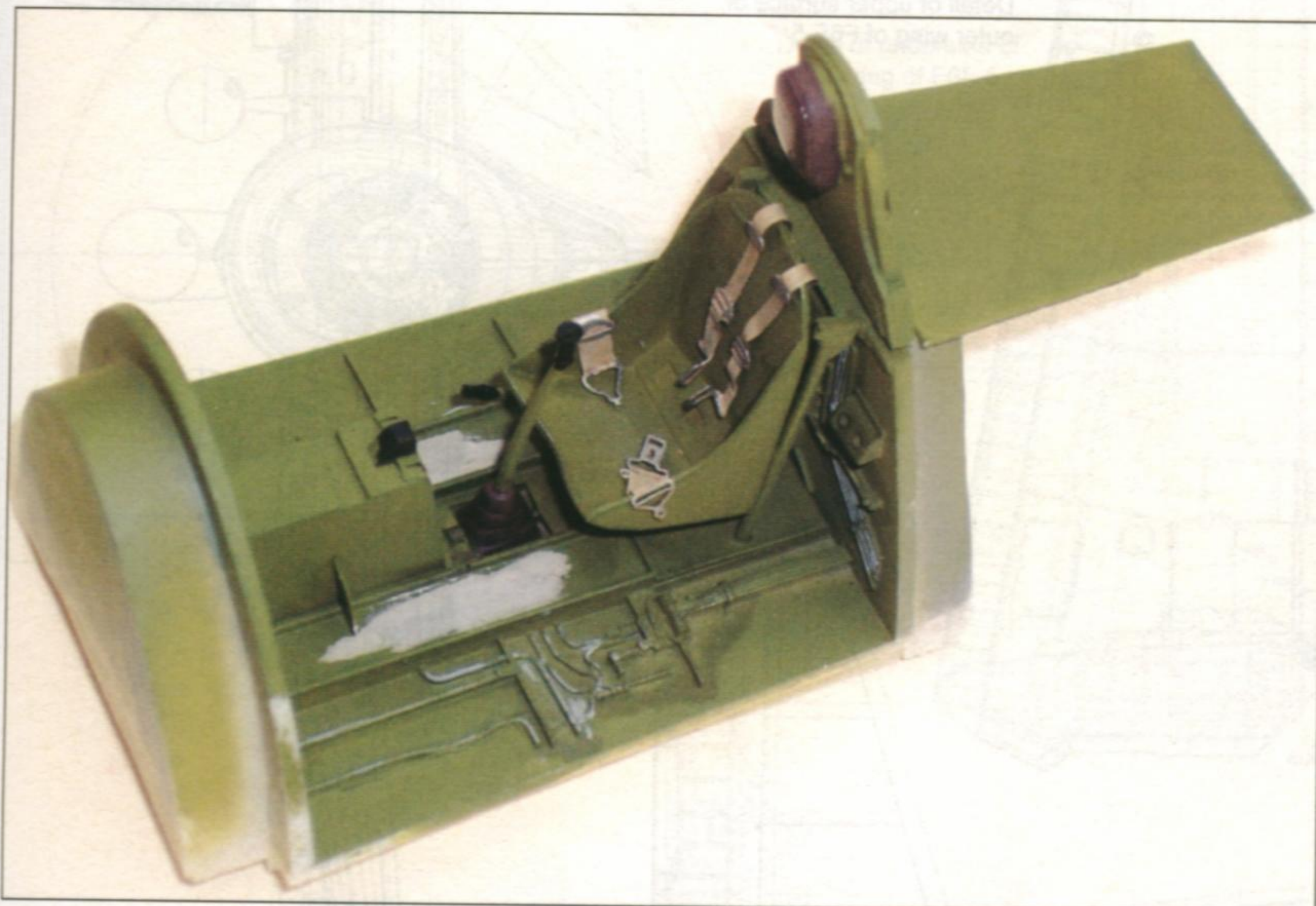
I decided to use this model as an experiment and filled all the deep panel lines with correction fluid, then left it to dry for 10 minutes. The next stage was to dampen a paper towel with some alcohol and gently



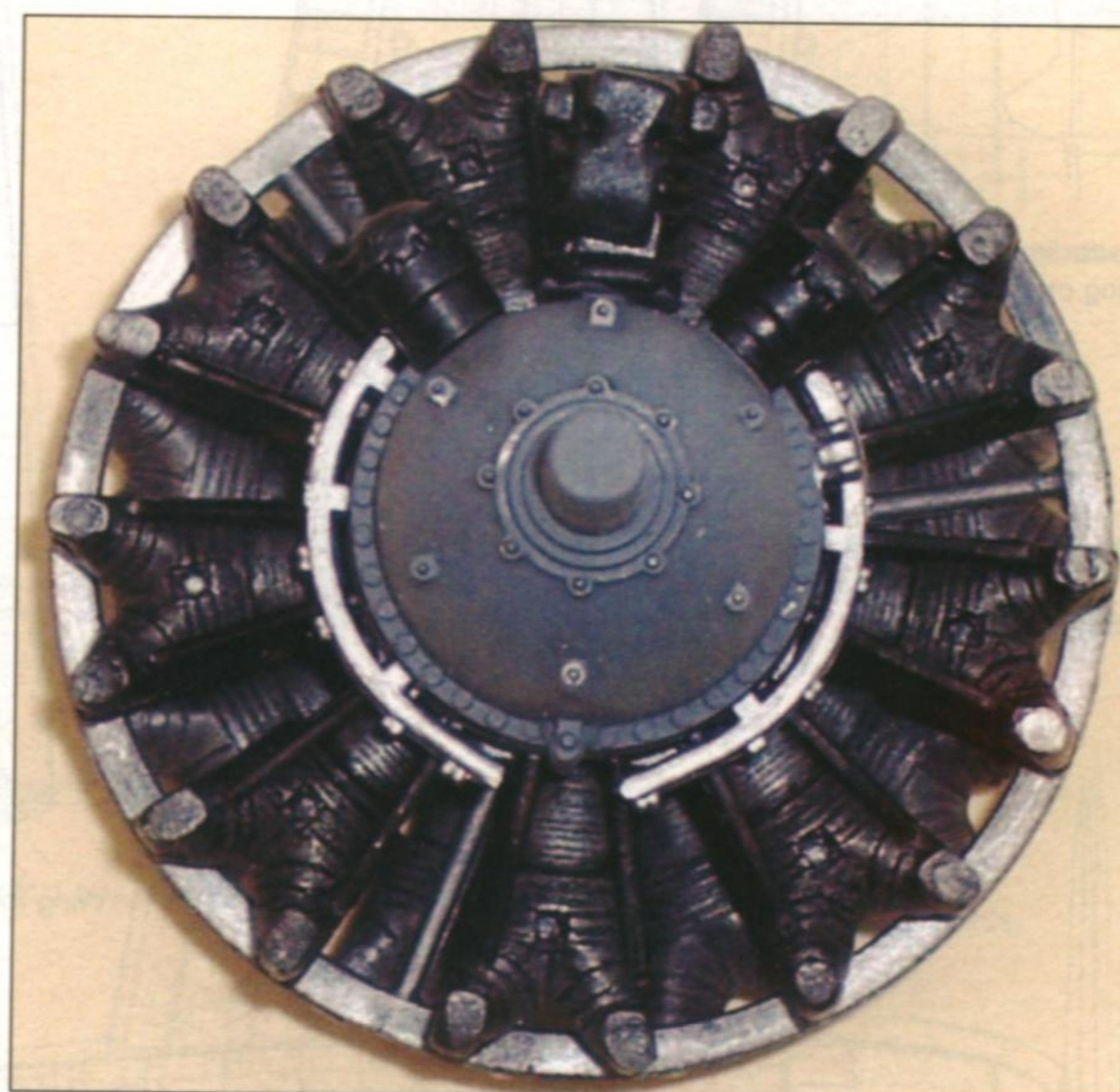
The resin cockpit parts are test fitted, and are a vast improvement on the plastic parts, below...



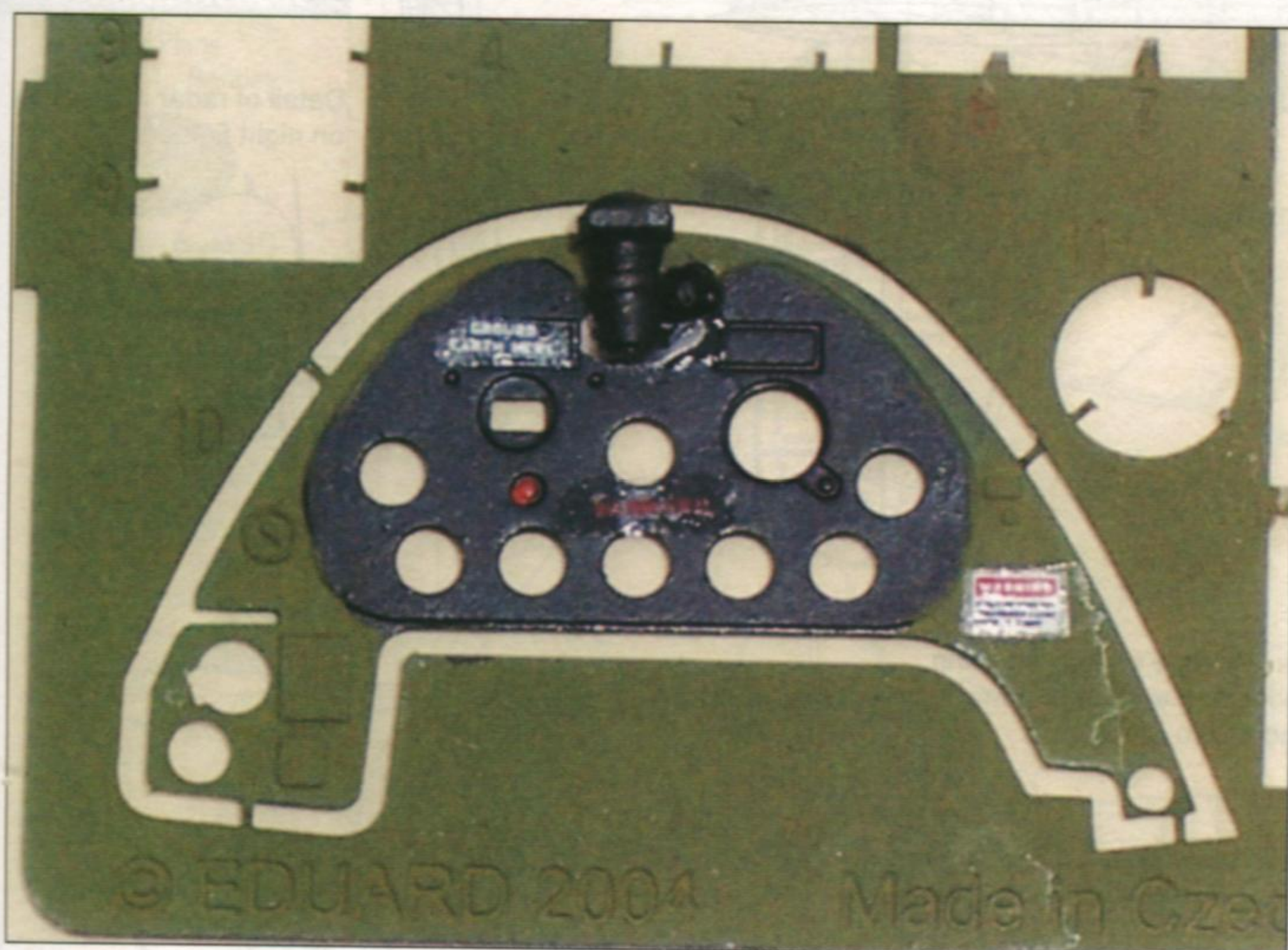
...and they paint up well, note the decal placards



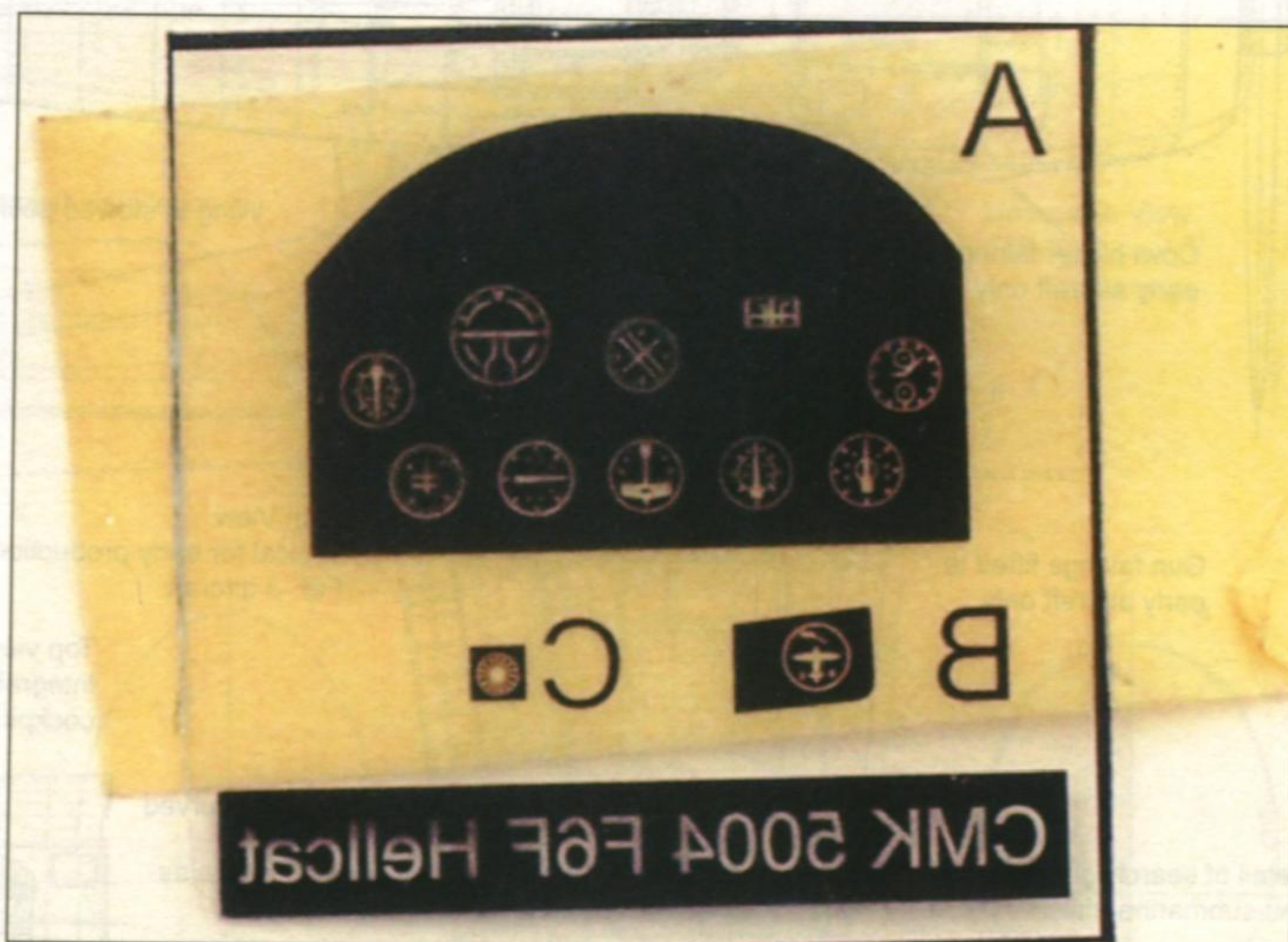
I added a shelf to the rear of the resin parts to prevent the inside of the fuselage being visible through the rear windows



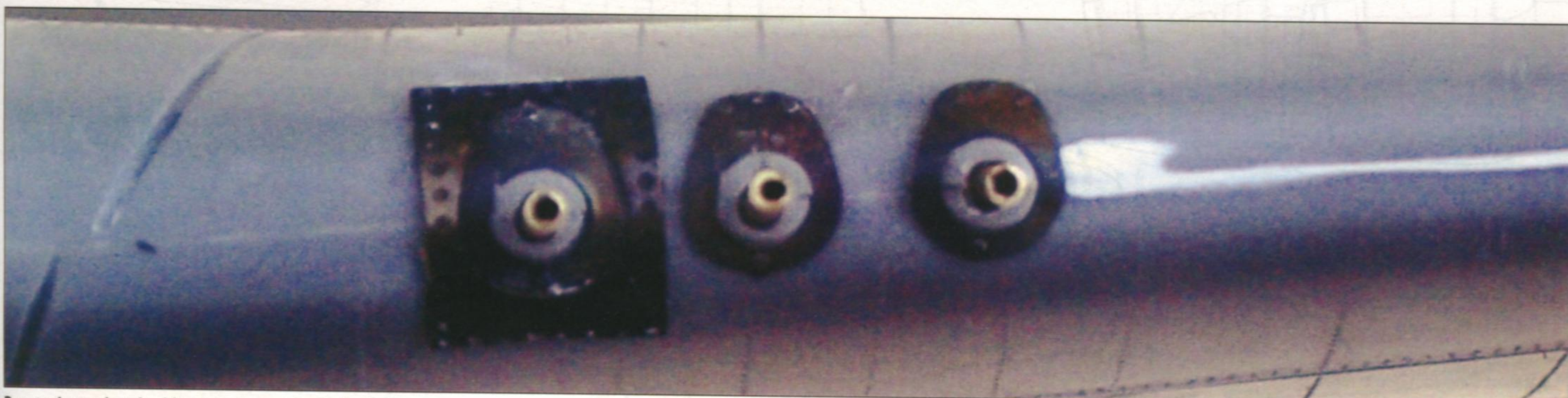
The engine paints up well



The instrument panel and gunsight look a lot better than the kit ones



When preparing the instrument film be careful to paint white on the reverse face!



Brass tube and etched brass improve the look of the guns

Early style of canopy with internal
windscreen armour and window
behind canopy.

Wing in folded
position.

Side view of F6F-3. The outer wing
has been omitted to show details of
the undercarriage.

Searchlight installation
tested for anti-submarine
operations.

Detail of gun
fairings
Detail of canon
installation.

Wing fold
axis

Detail of upper surface of
outer wing of F6F-5

Radar installation on starboard
wing on F6F-5N/E night fighter.

20mm canons fitted to many
of the night fighters in the
inboard gun location.

Wing fold axis

Wing in stowed position.

Plan View.
Typical for early production
F6F-3 aircraft.

Top view on late style canopy showing
integral windscreen armour and rear
cockpit without side windows

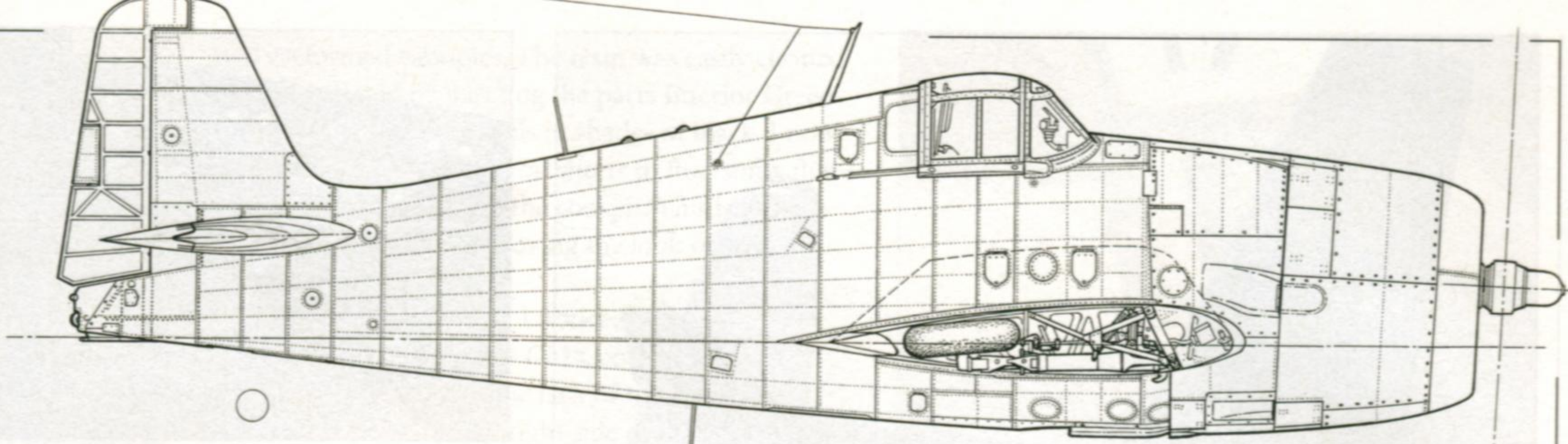
Canopy rails curved
in plan view.
Canopy distorts as
it slides.

National markings were repositioned
on reconnaissance aircraft.

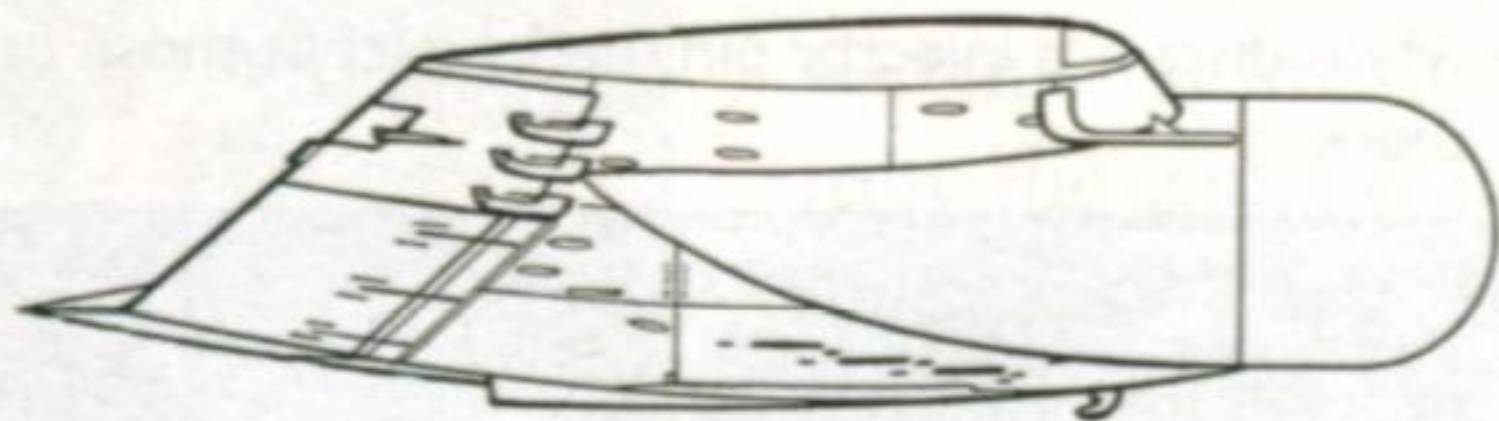
Side view of F6F-5P
Reconnaissance Fighter

Camera window on port side only for early aircraft.
Late aircraft had camera windows on both sides.

Scale in feet 0 1 2 3 4 5 6 7 8 9



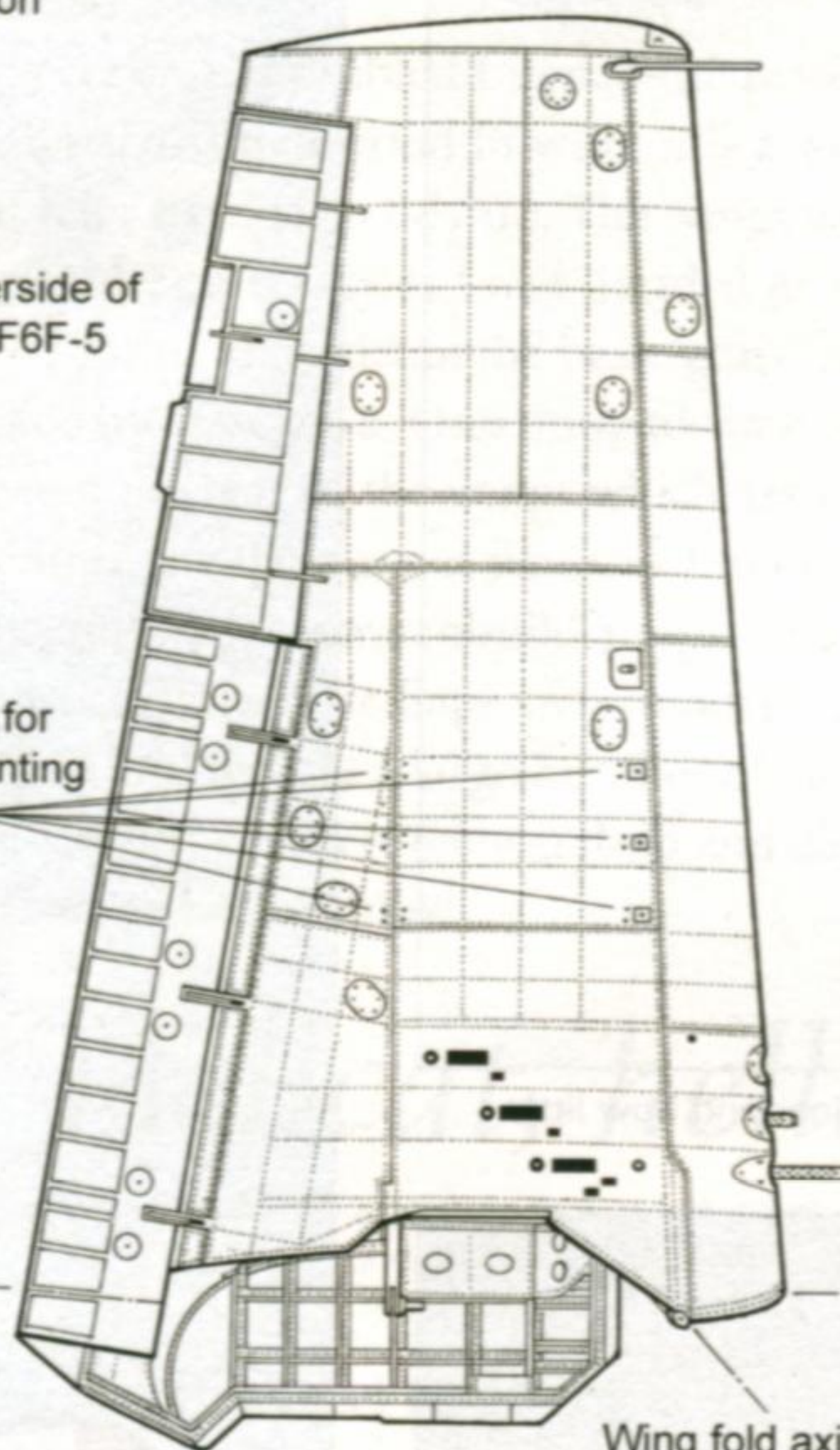
Side View of F6F-3. The outer wing has been omitted to show details of the undercarriage retracted.



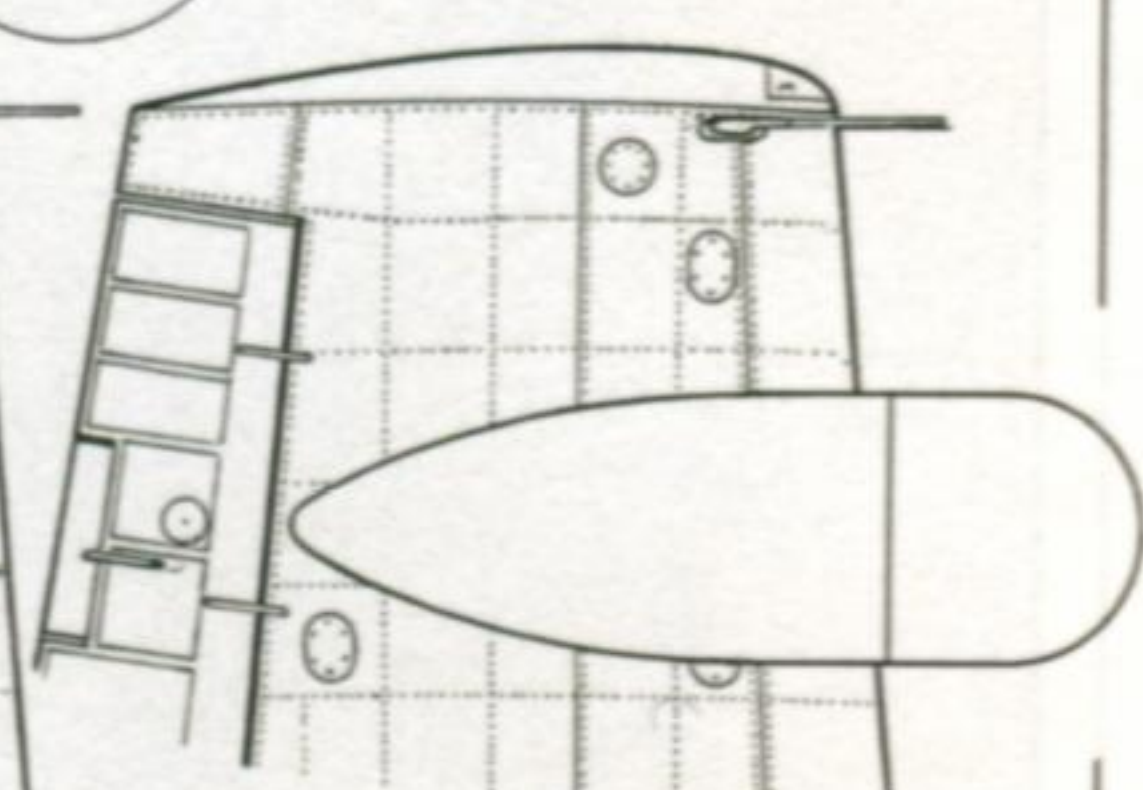
Detail of Radar installation on night fighters.

Detail of underside of outer wing of F6F-5

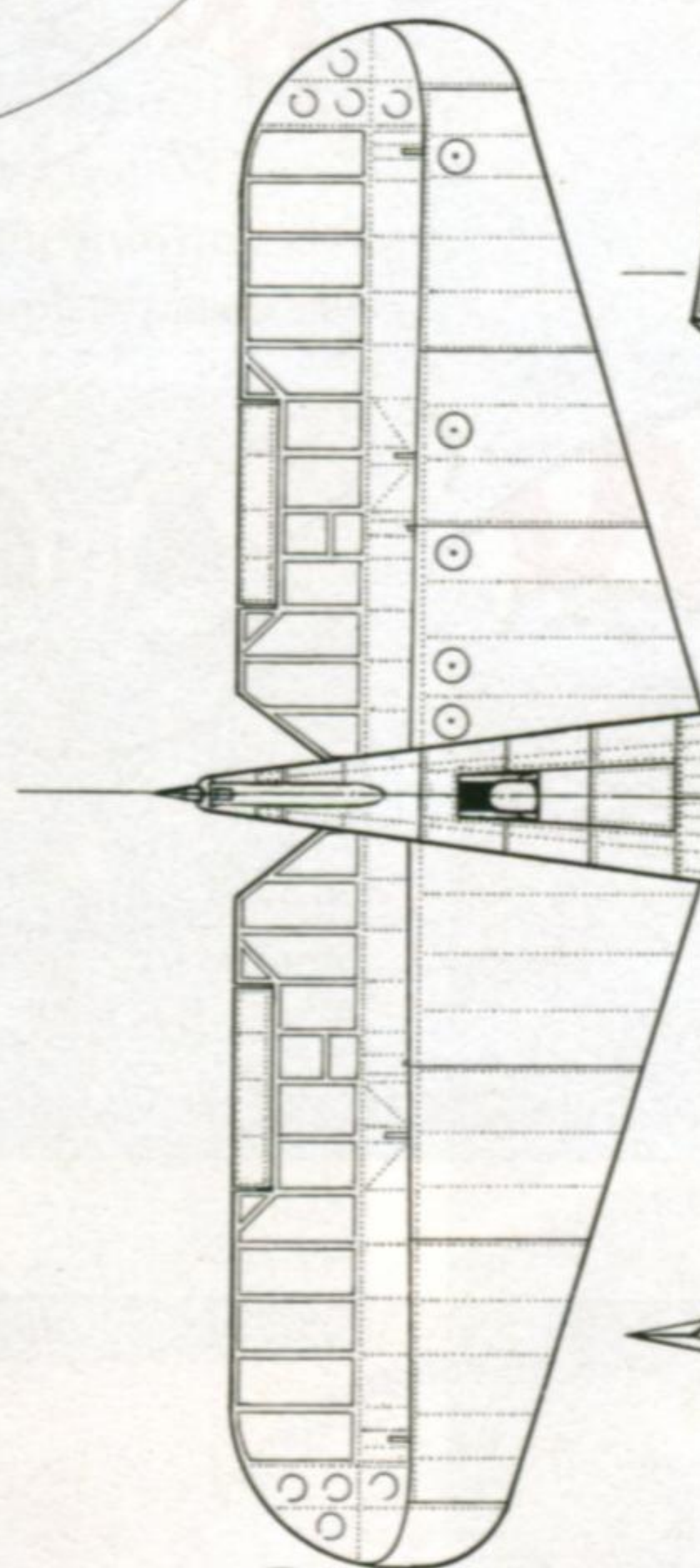
Locating holes for rocket rail mounting brackets.



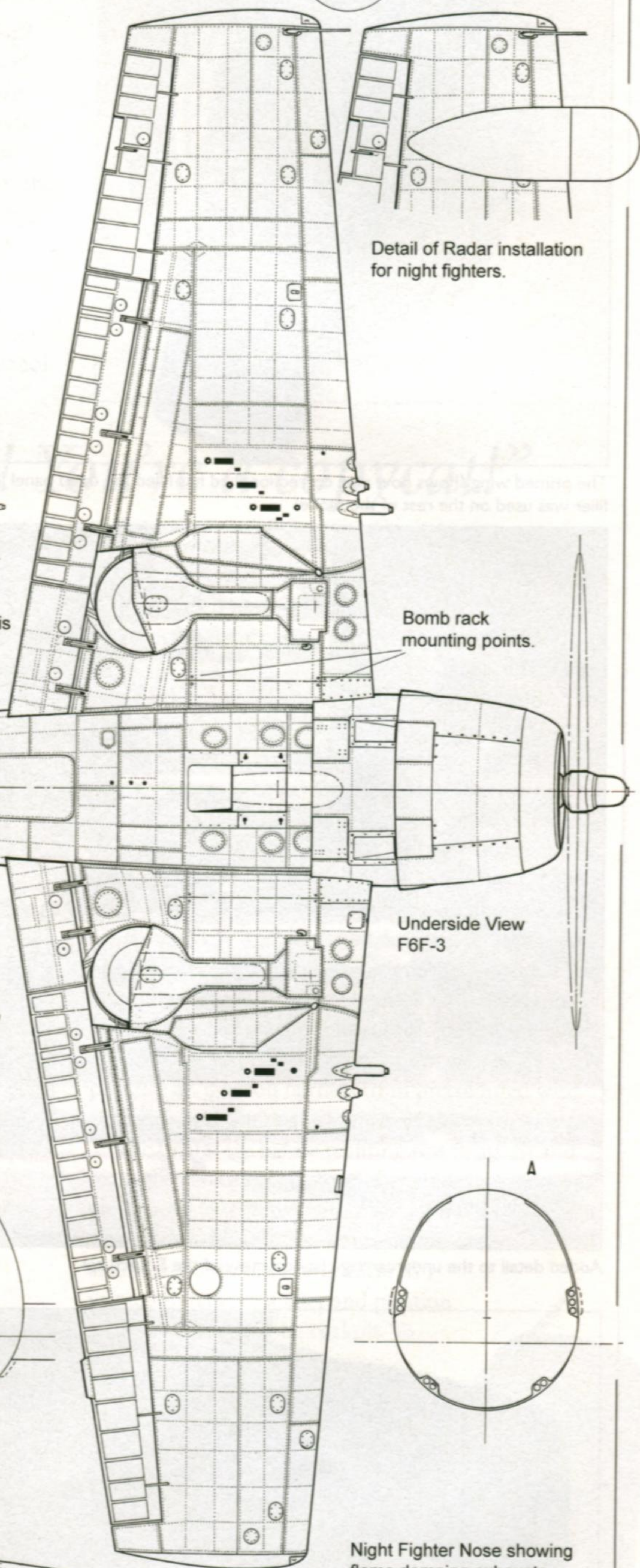
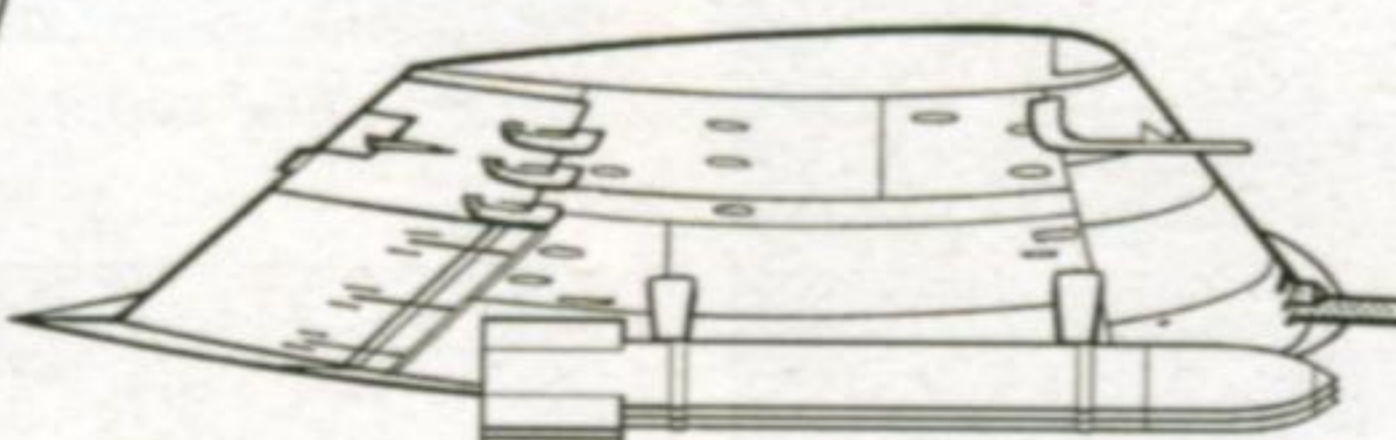
Wing fold axis



Detail of Radar installation for night fighters.

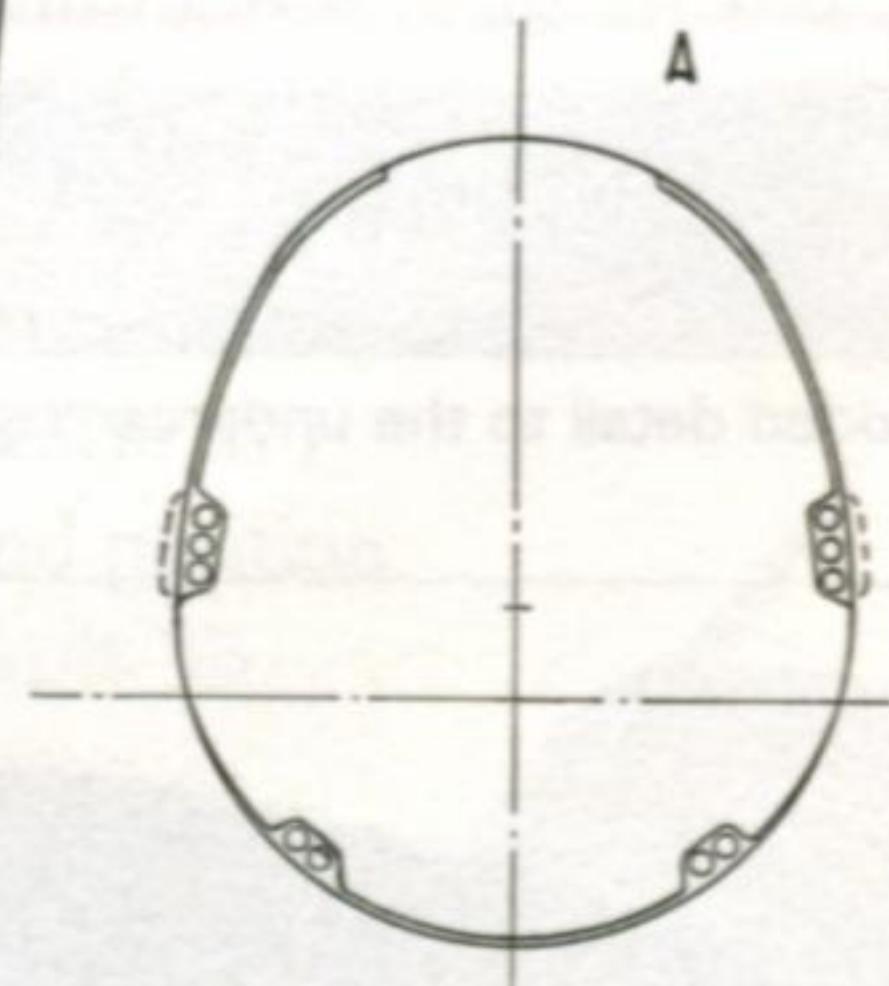
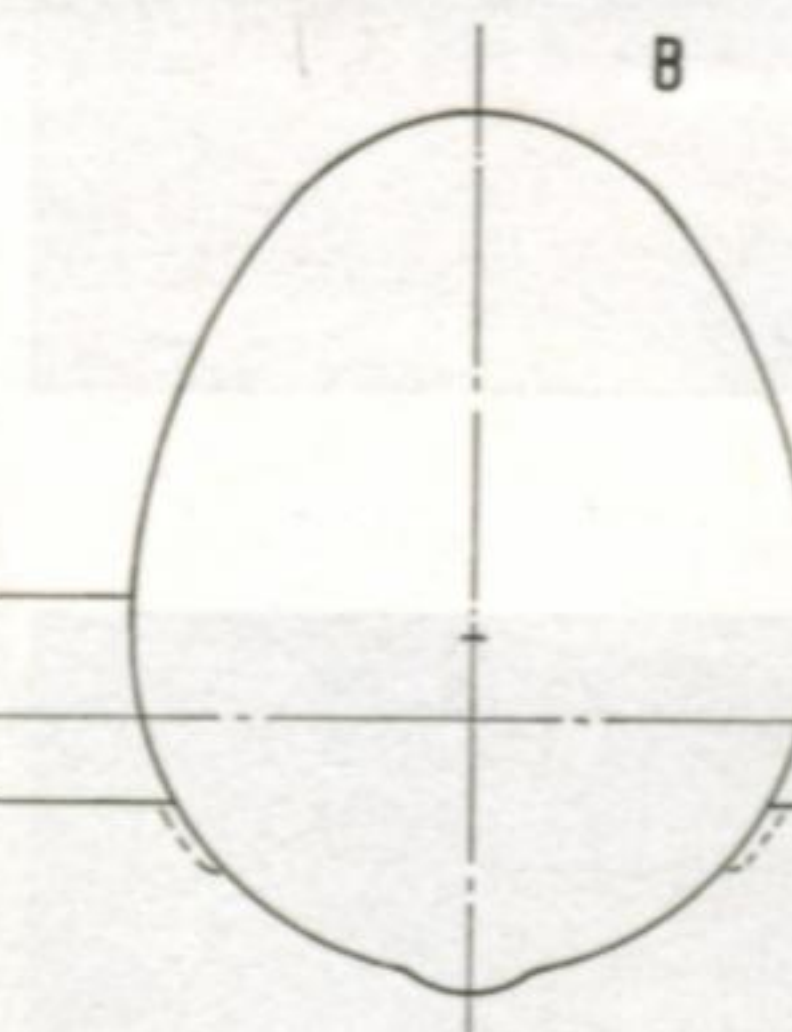
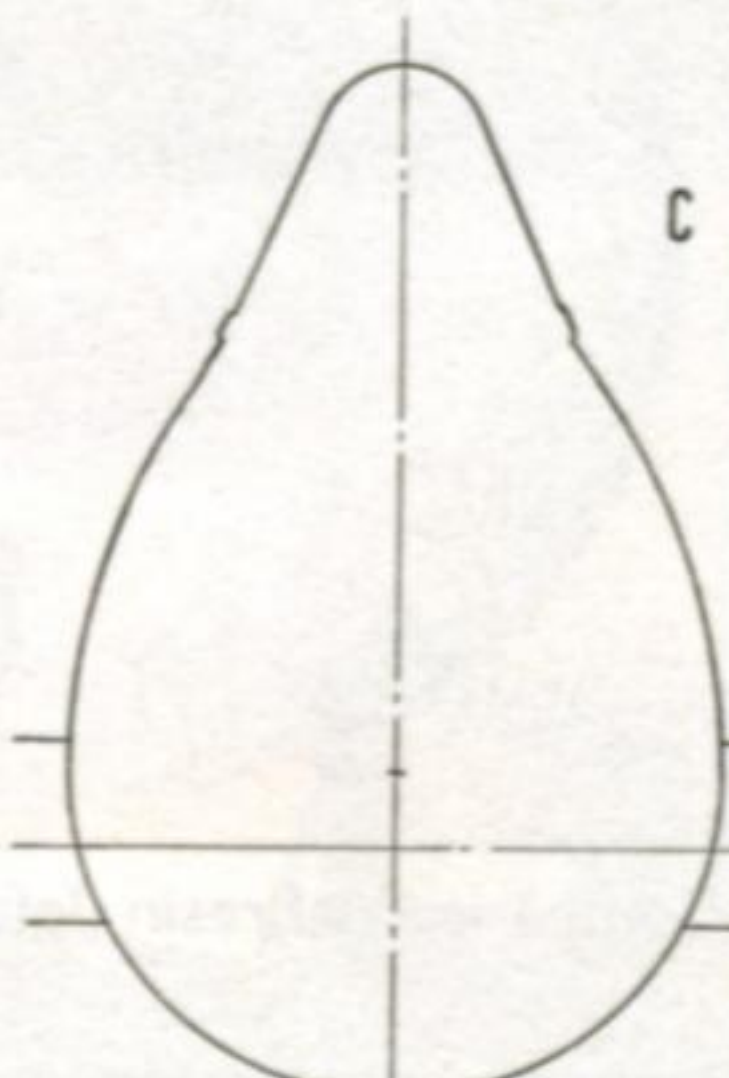
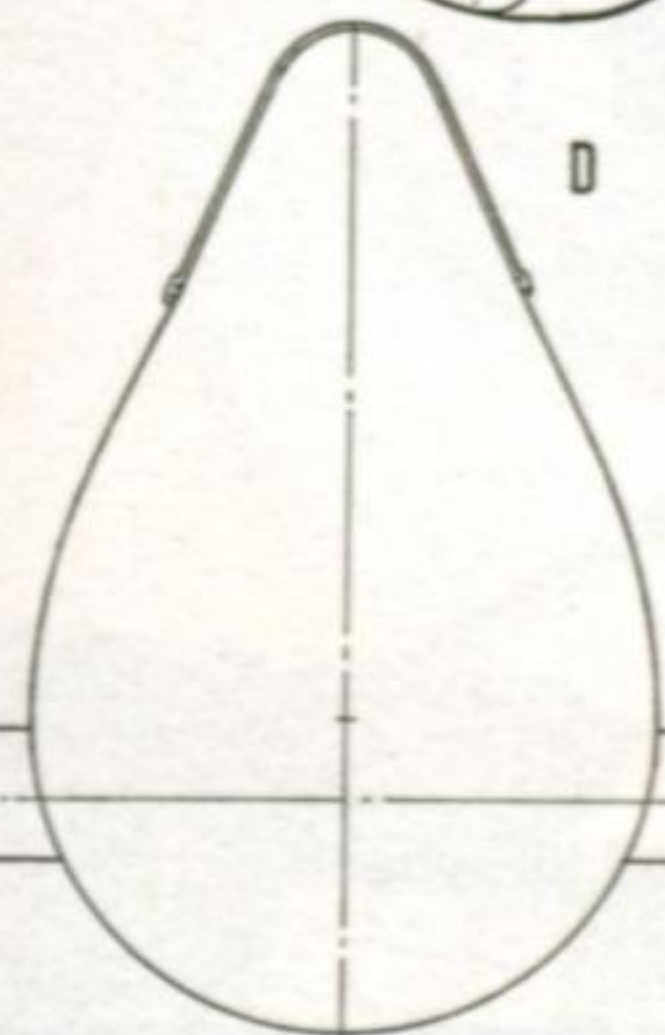
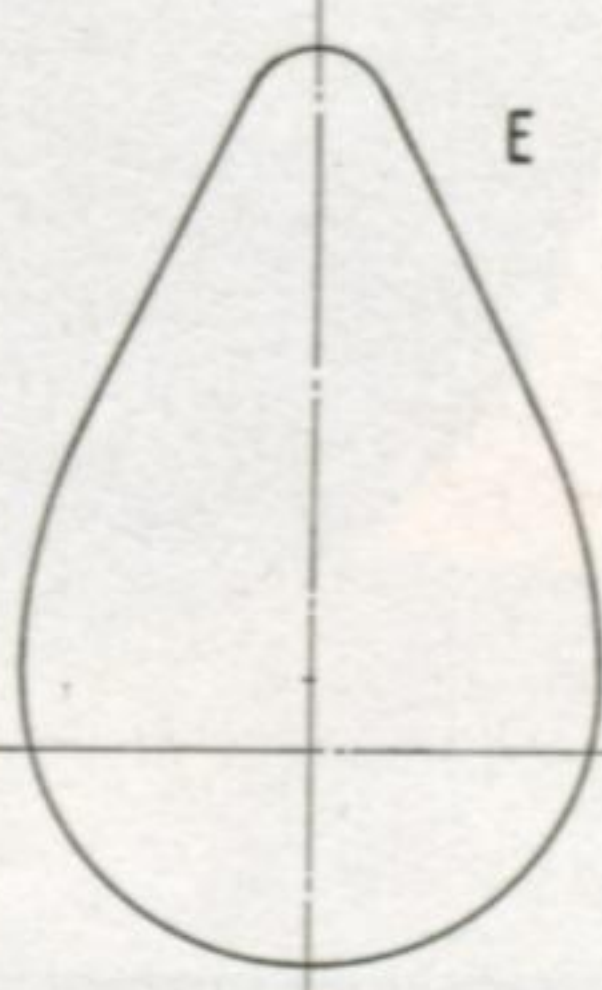
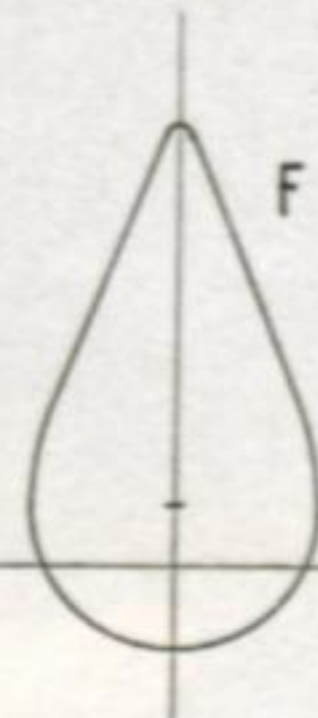
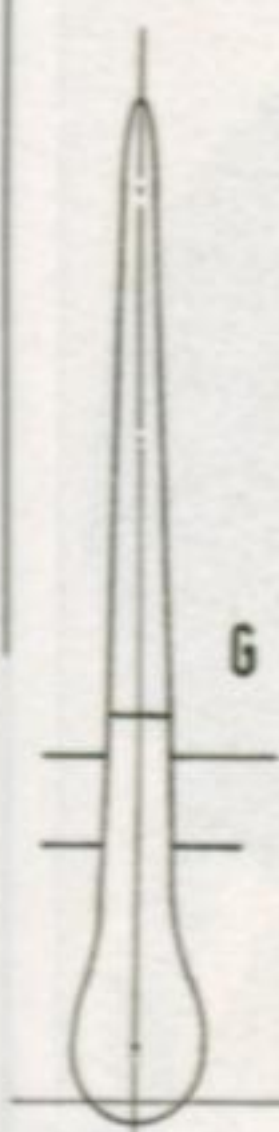


Detail of rocket installation.

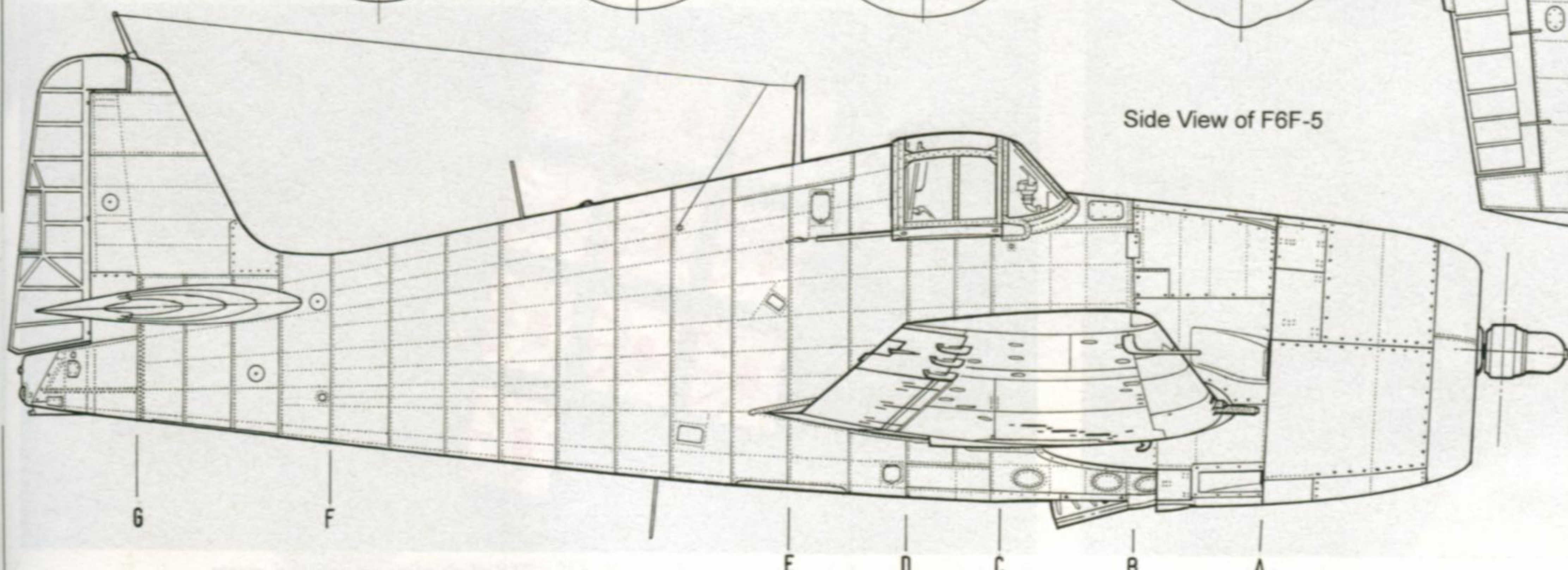


Bomb rack mounting points.

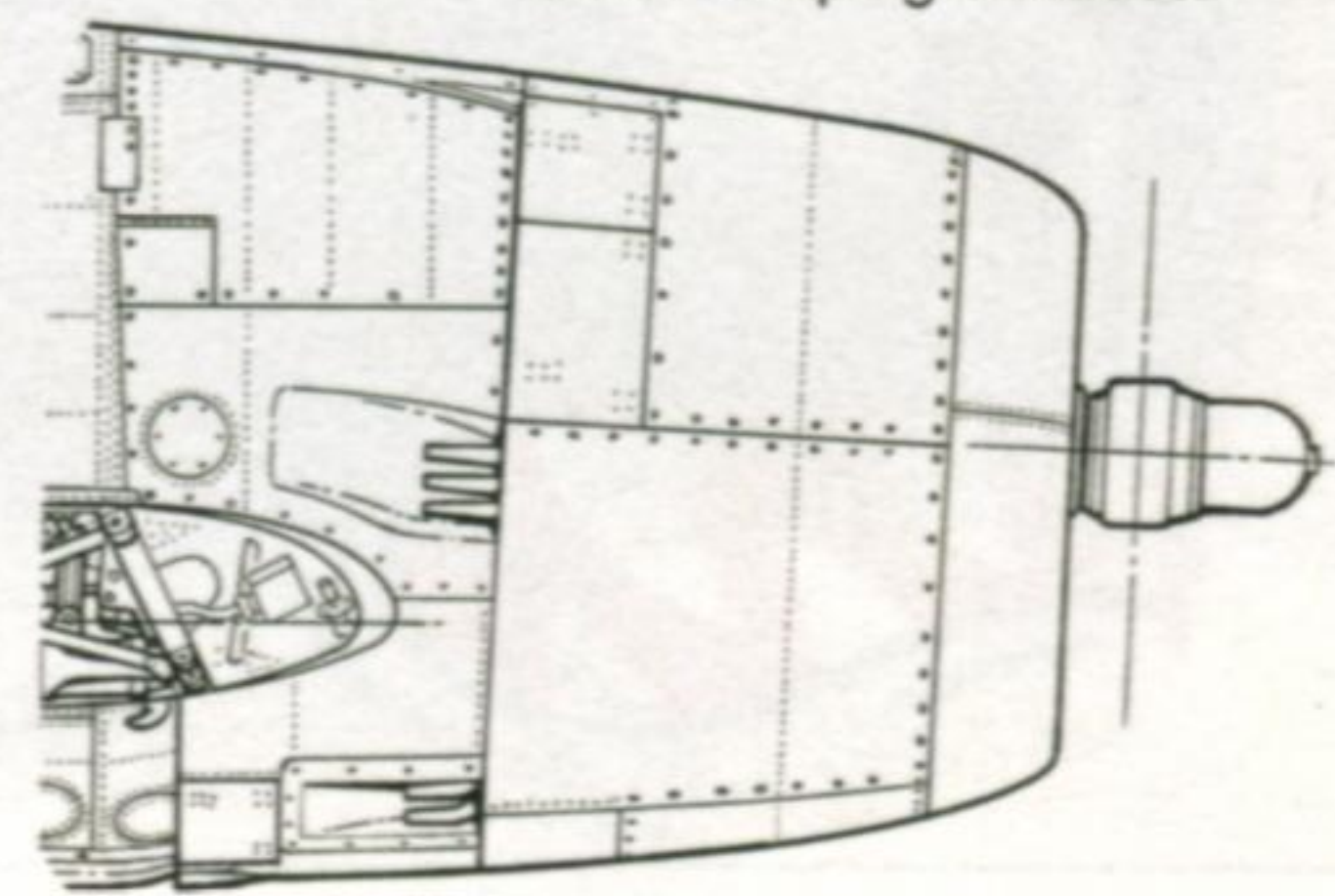
Underside View F6F-3



Side View of F6F-5



Night Fighter Nose showing flame damping exhausts



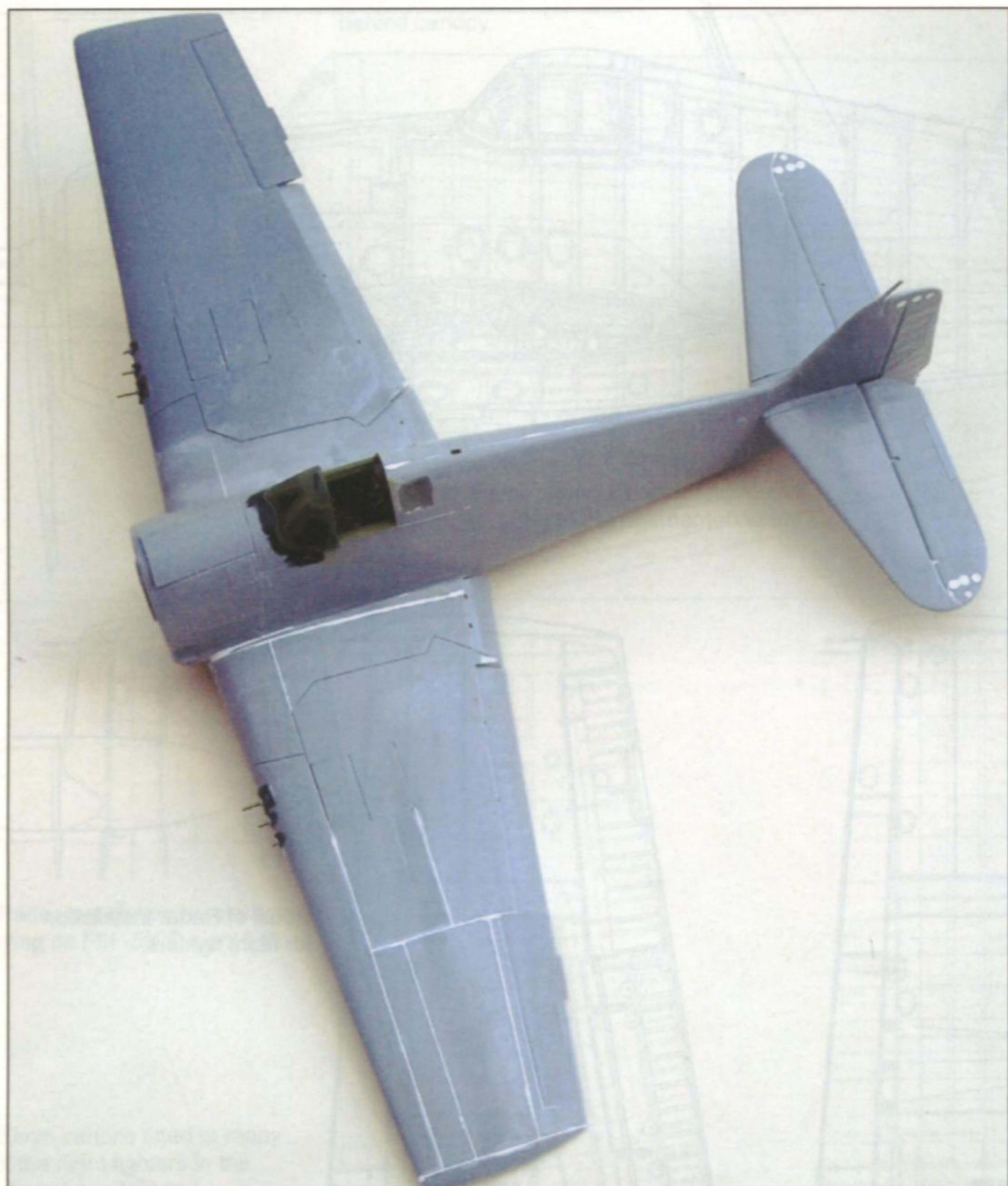
Scale in feet 0 1 2 3 4 5 6 7 8 9

Grumman Hellcat

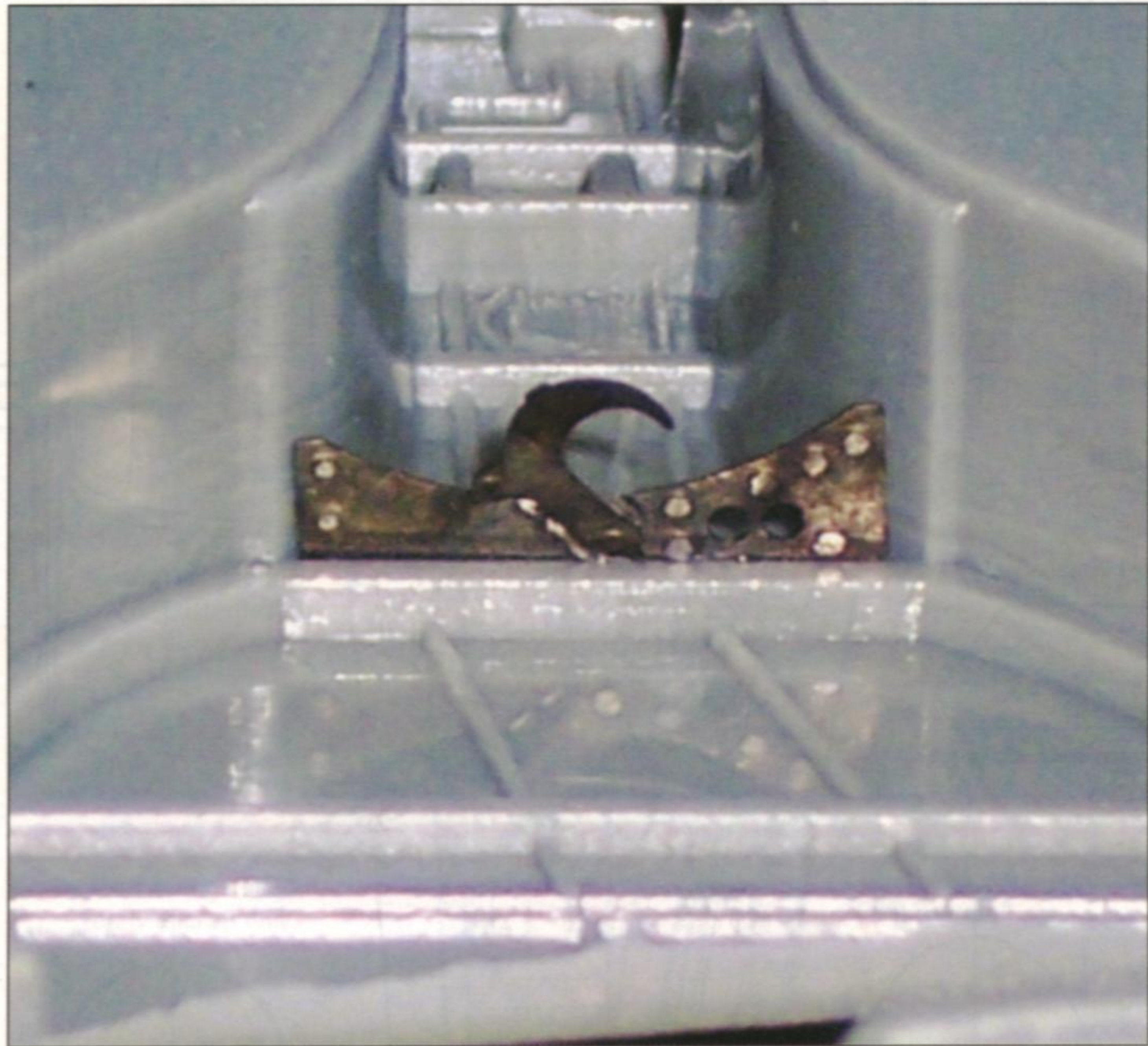
Scale Plans
by Arthur L. Bentley



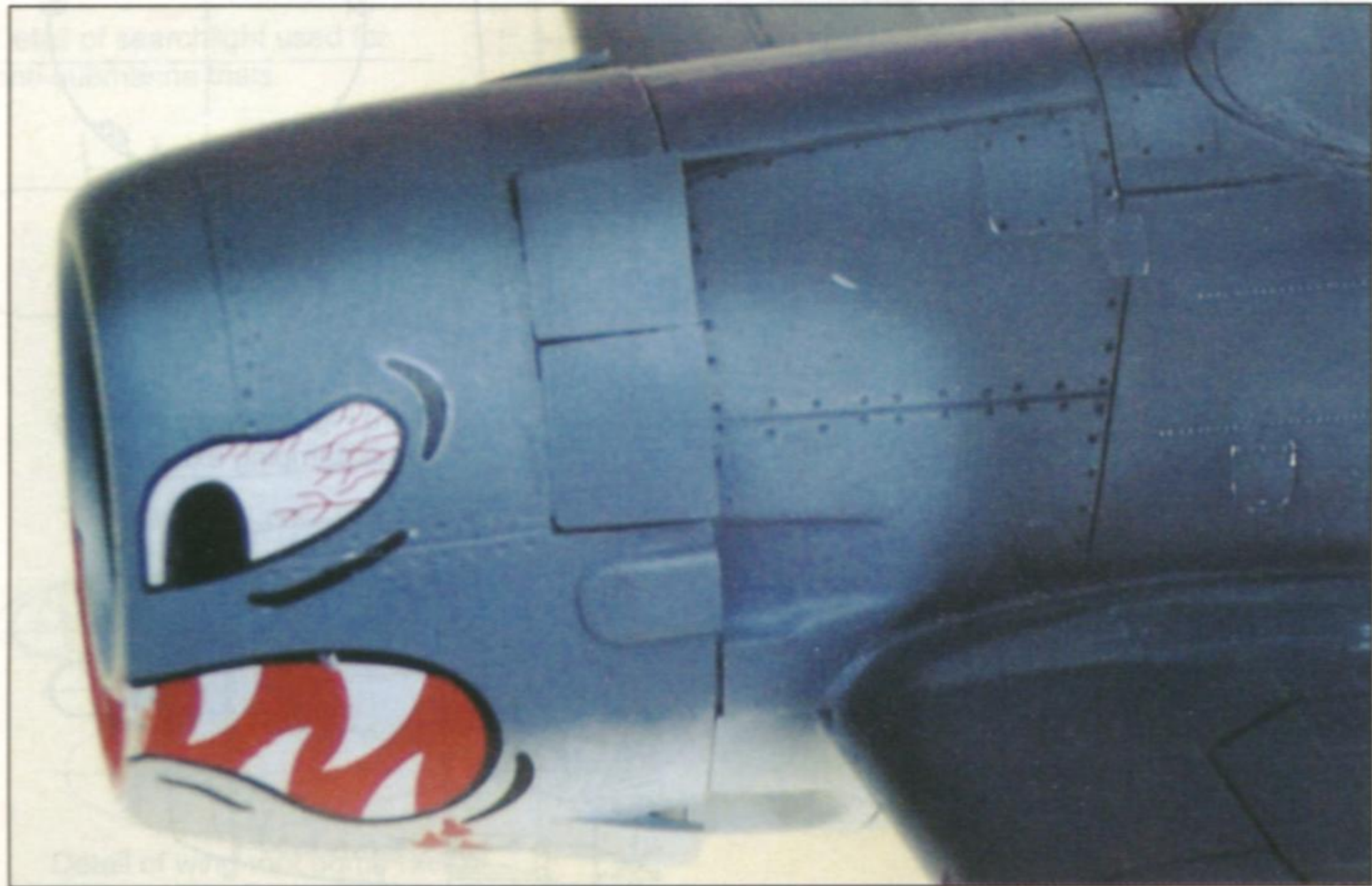
Volume 11 Issue 10
August 2005
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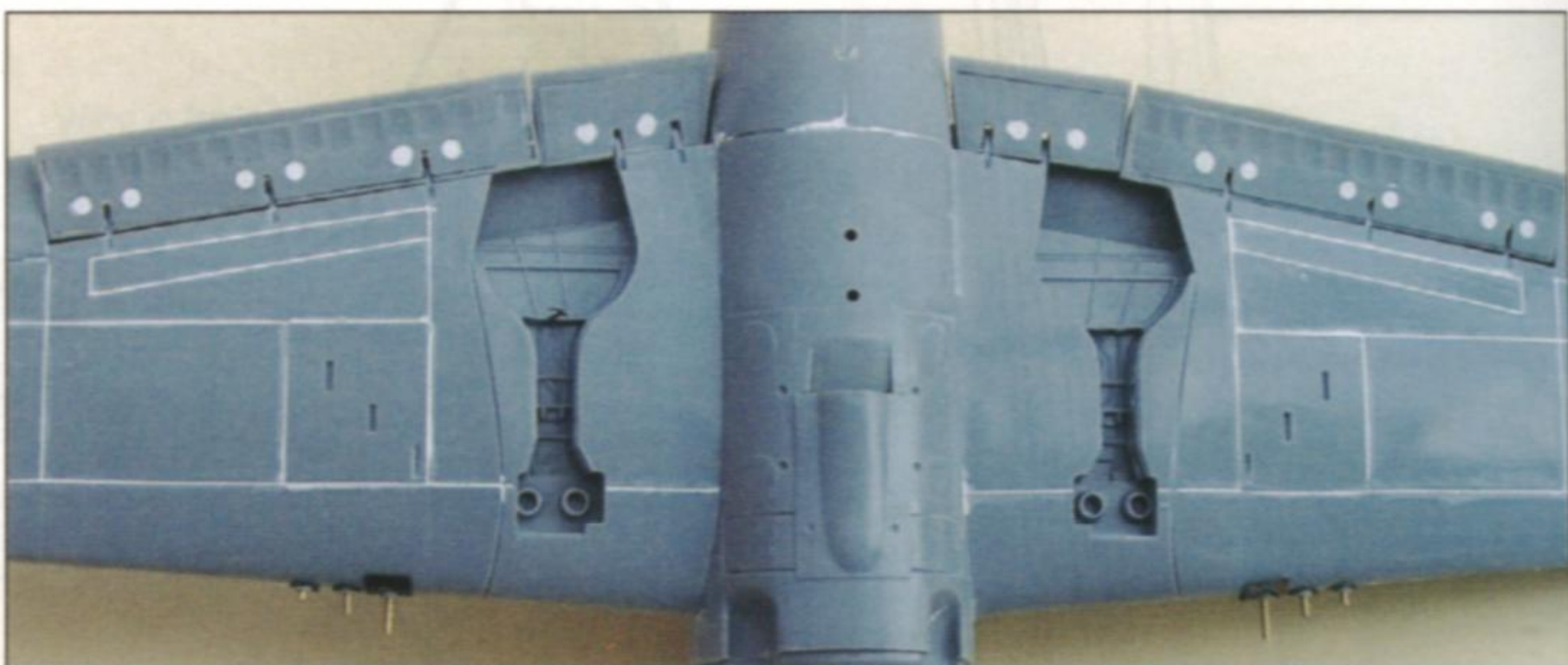
The primed wing shows how well correction fluid has filled the deep panel lines and how little filler was used on the rest of the model



Added detail to the undercarriage bay courtesy of the Eduard set



The decals work well but I overpainted the red so I could get an accurate match with the intake mouth



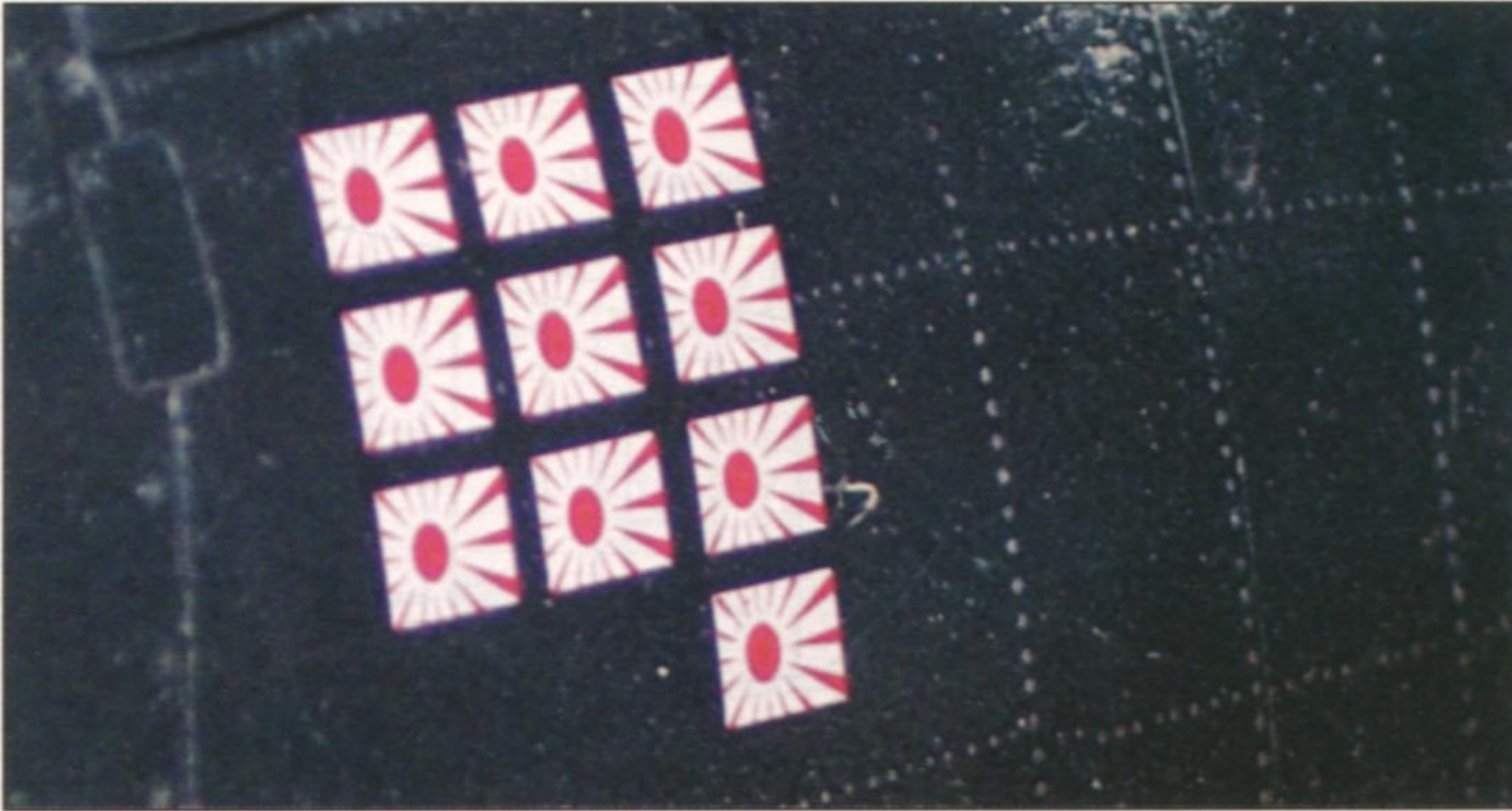
All the white discs are injector pin marks except those on the tail which are moulded but should not be there



Kagero decal sheet



Comparison of resin (left) and kit wheels



Careful sanding of the raised detail revealed the Alclad aluminium painted rivets



Tamiya smoke was airbrushed for exhaust staining and to highlight panel lines on the white undersides

rub along the panel line. My goodness, it worked! All the excess fluid was neatly removed. In a few areas I had to reapply correction fluid as I had rubbed too hard, but it took only 10 minutes to do the whole wing without losing the fine raised detail. An added bonus was that the alcohol also removed any release agent and greasy finger marks from the model.

With preparation completed I could now begin construction, starting with the cockpit. As supplied the cockpit is quite basic. The Eduard brass set adds a lot of detail to this and other areas of the kit at relatively low cost, but I had received a sample of the CMK detail set which is predominantly resin. The cast detail is excellent, with brass for the instrument panel, levers and seatbelts, and to complete the set are



two vacformed canopies. The resin was easily cleaned up and I started by painting the parts Interior Green then picking out the details in shades of black. I now sorted through my old decal sheets to find some that I could use for placards in the cockpit. This is a cheap and easy method of improving the look of any cockpit or wheel well.

It was at this stage that I noticed some discrepancies between the CMK cockpit and my references. The worst is the lack of the auxiliary instrument panel on the right side of the cockpit, but also missing are the gun chargers and ammo counters from the centre console. These omissions are not a major problem if you also have the Eduard brass set as I did, but a bit annoying if you have just paid out for the one set.

With the cockpit assembled I joined the fuselage, which was a surprisingly good fit with only a small amount of filler needed to tidy up. The wings were easy to assemble, especially as I had decided to close the gun bays rather than detail the basic guns and bays supplied by Hasegawa. One thing to watch is the projections on the rear of the wings which are very vulnerable until the flaps are in place — I managed to remove one and had to scratchbuild a replacement on at least four occasions! The flaps are provided as separate items and feature a large number of ejector pin marks, but using the correction fluid and alcohol method these were easily filled.

“Hellcat, hell! You’re a copycat!”

Caption to a cartoon that appeared on the wall of an office in Grumman’s Bethpage plant in 1942, showing a caricatured F4F Wildcat glowering at its then new bigger brother.

After attaching the flaps I used more of Eduard’s brass set which provides extra details for both the wings and undercarriage bays. And to finish the wings I cut replacement gun barrels from brass tubing. This



is quite easy to do with a new scalpel blade and a tile by using a rolling action to sever the tube, but the brass can fly off at a tremendous speed, so purchase a pair of cheap safety glasses before you start work. The wing-to-fuselage join was quite good, but I did not spend enough time tidying up the join between the lower wing and the fuselage. I had just been given the editorial deadline so rushed this stage, something I now regret as I notice it each time I pick up the model (if anyone else notices just blame the editors, David).

The final major assembly was the engine, and again for the kit’s age it is quite well detailed, though there are a few inaccuracies on the crankcase. I decided that I could not fix this without a lot of work and as far as I know there is no aftermarket replacement available in this scale, so the only addition I made was to produce an ignition harness from precoloured wire and add some data panels from old decals.

The final stage before painting was to attach and mask the canopies. The fit of the windscreen was not great, but I persevered with a few layers of Kristal Klear to fill the join. The main canopy was also tacked into place with Klear as I wanted to remove it later and position it open to show off the cockpit. To





mask the canopies I used some review samples from the Montex range, and they fitted perfectly and were very easy to apply.

Now I had to make a decision as to the markings I would apply to the completed model, and these would also dictate the paint scheme.

Painting and decaling

Remember that bonus in the Kagero book? It is a set of decals printed by Techmod in all three major scales for four Hellcats featured in the colour profiles section. You are supplied with all the individual aircraft markings but will have to source national insignia from another sheet or the kit's thick decal sheet. My choice features on the four-view drawing on the back cover of the book in the attractive tri-colour scheme of off-white undersides, Intermediate Blue sides and Sea Blue uppersurfaces. This

Hellcat of VF-27 from the USS *Princeton* featured a fantastic sharkmouth and bloodshot eyes which make it really stand out, as USN aircraft of this period rarely carried any decorative markings.

I started by airbrushing Alclad Aluminium over the areas of heavy wear so as to form a base on which I would later weather the finish. For the main colours I used the appropriate paints from the Xtracrylics range, airbrushed freehand after thinning 40/60 with Xtracrylics thinner. The aircraft I was modelling was quite weathered, so I lightened the top colour with a few drops of the lighter blue and white until I was happy with the faded effect.

I was so impressed with the decals supplied with the Kagero book that I purchased another Techmod Hellcat sheet to supply the national insignia and stencils with which to complete my model. The only downside is that they are very thin and

stick quite quickly, so you need to use plenty of lubrication until you get them into position.

Once the decals were applied I began the weathering process. To start I gave the model a light rub with lubricated 1200 grit wet-and-dry paper. This removed the paint from the raised detail and revealed the Aluminium undercoat. In areas of heavy wear I was slightly more vigorous in removing more of the camouflage colour. The exhaust staining was applied with an airbrush using Tamiya Smoke, and to complete the weathering I used CMK's Stardust powders both dry and in a wash diluted with water and washing-up liquid. I then airbrushed Xtracrylics matt varnish in a number of light coats to blend everything together before picking out the navigation lights with Tamiya opaque colours.

I normally leave off all the dangly bits until this final assembly stage, and these include the undercarriage legs and doors and lowered flaps. The kit supplies a set of injection moulded wheels, but at the Telford show last year I picked up a set of resin wheels from an American company called Obscureco. These have far more detail than the kit's wheels, including a nice diamond tread pattern, and required only a minimum of cleaning up before use.

The final stage was to peel the masks from the canopies, remove any paint that had seeped under with a cocktail stick and some alcohol, and to rig the aerial wires with Lycra thread.

Conclusion

When I started this model a friend said it was an old kit and unbuildable! That is not the case. Though dated, it provides the basics, and with the help of the aftermarket and a little elbow grease you will have a nice model from a kit that you rarely see built up.

Also, if you look around these older kits can be found at very reasonable prices. I enjoyed the build of this kit so much that I have purchased another classic Hasegawa kit for inclusion later in the series.

Now where can I get a Hellcat night fighter?

David Francis

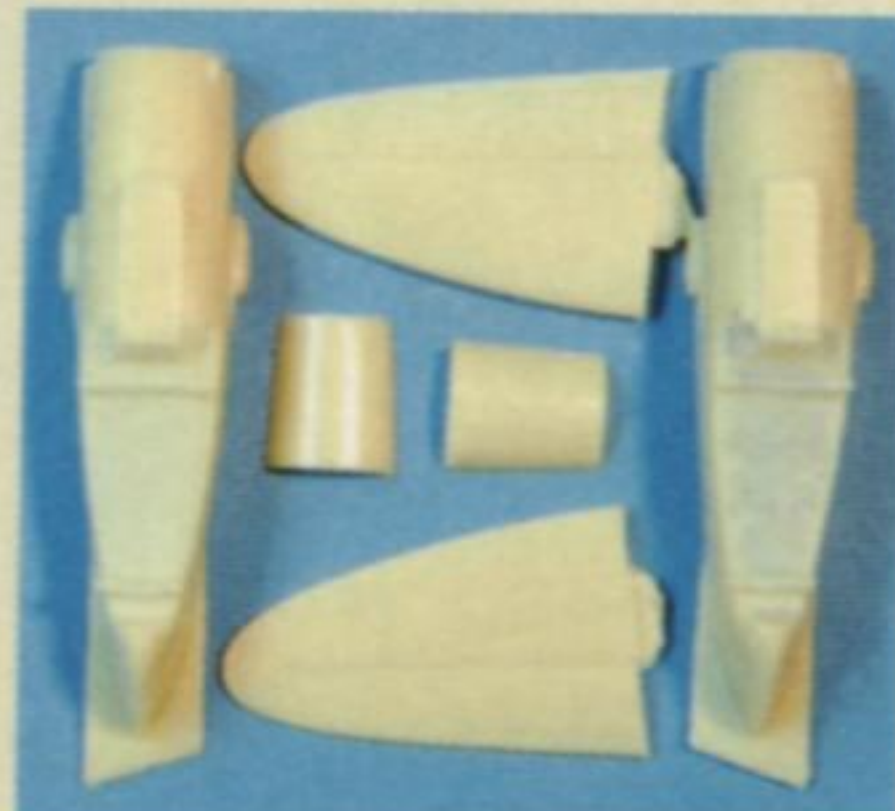


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Resin Conversion Sets



Mosquito Sets

M720404001

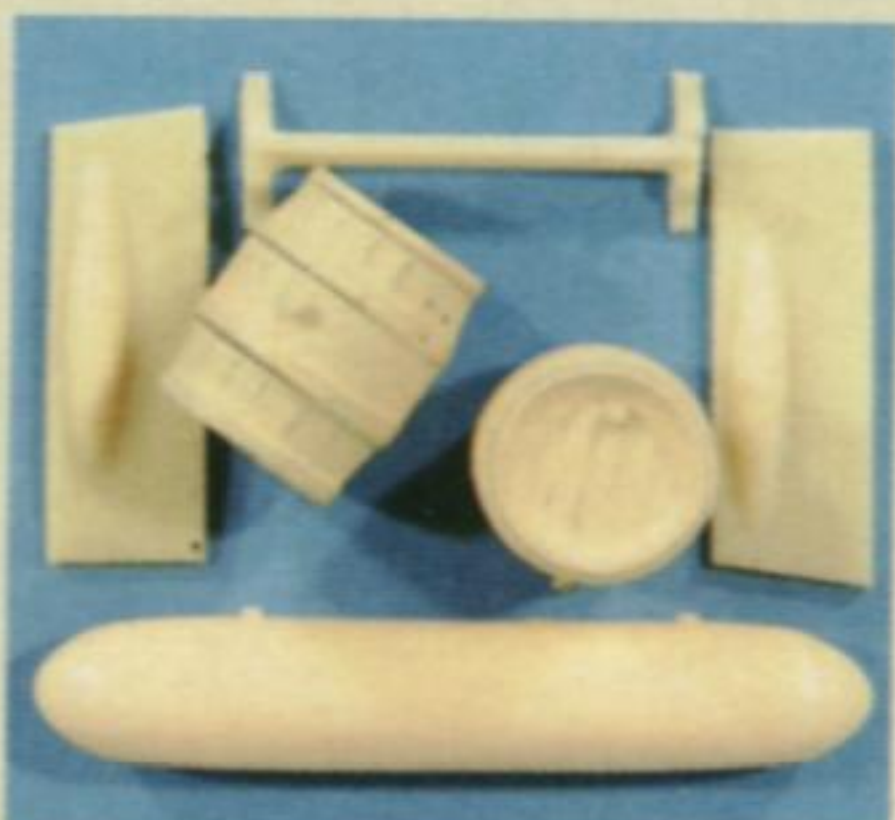
Mosquito PR Mk I/B Mk IV

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Includes: series (i) Merlin engines with short nacelles and short-span tailplanes

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D-Day Sets

M480604002

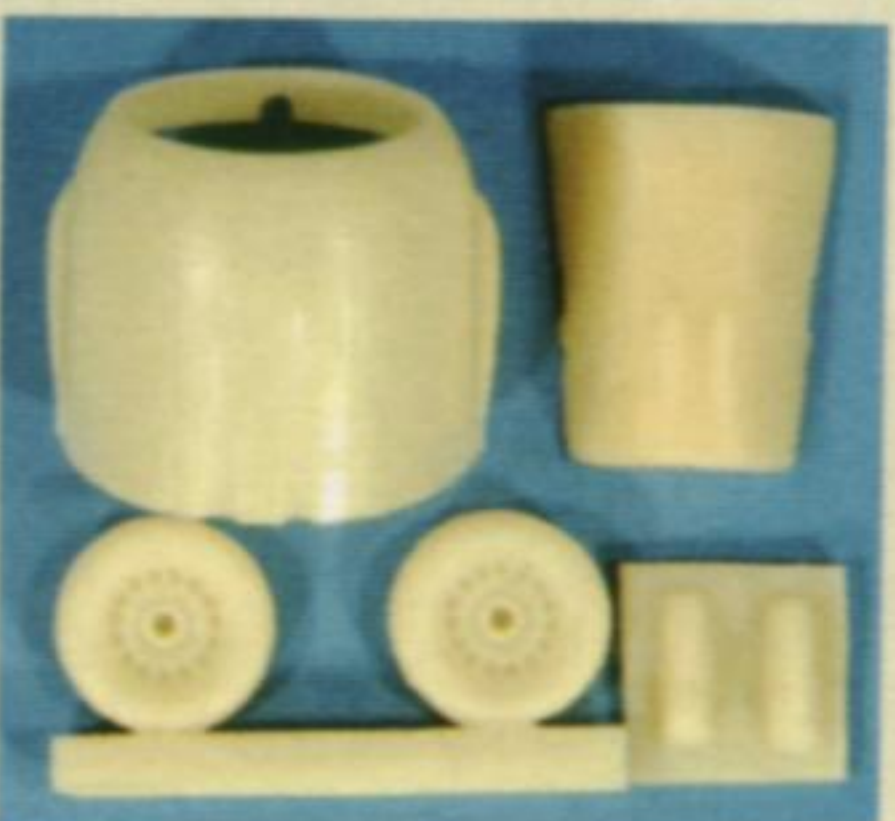
D-Day Spitfire Mk IX

1/48 scale (Hasegawa) Resin Conversion Set

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M480704003

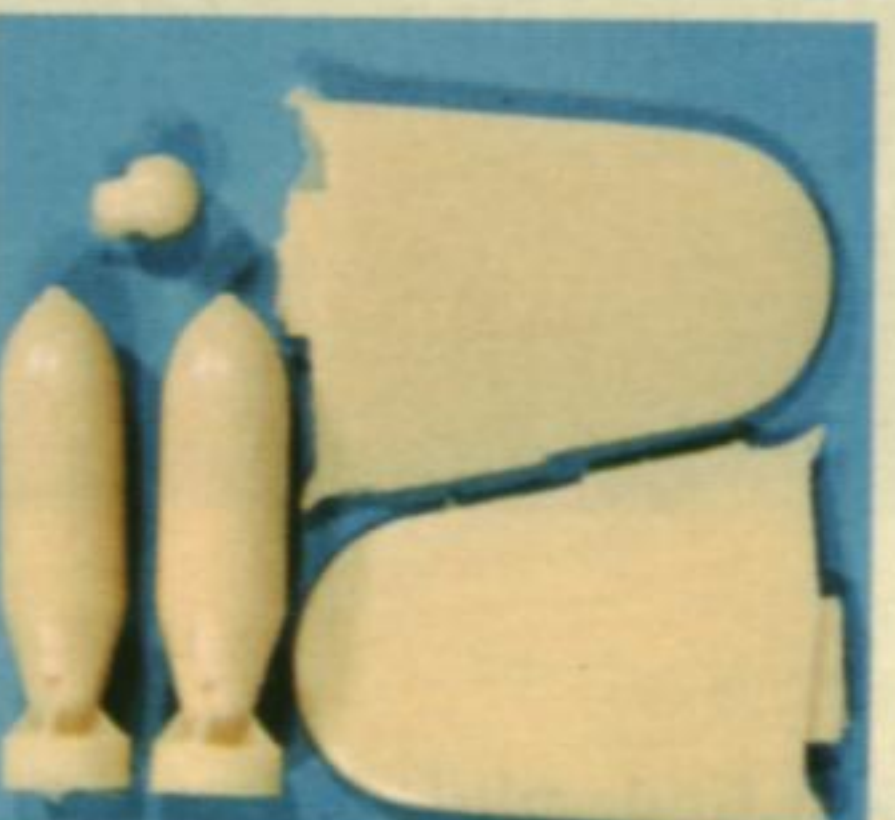
D-Day Fw 190A-6/A-8

1/48 scale (Tamiya) Resin Conversion Set

Includes: cowling; cowling top (A-6); cartridge case ejection chutes; cast hub mainwheels

£7.50
each (+ p&p)

Featured in Vol 3 Iss 7



2 TAF Typhoon Sets

M481104004

2 TAF Typhoon Set 1

1/48 scale (Hasegawa) Resin Conversion Set

Includes: 1000lb bombs (2); Tempest tailplanes (2); domed dust deflector

£9.50
each (+ p&p)

Featured in Vol 3 Iss 11



M481104005

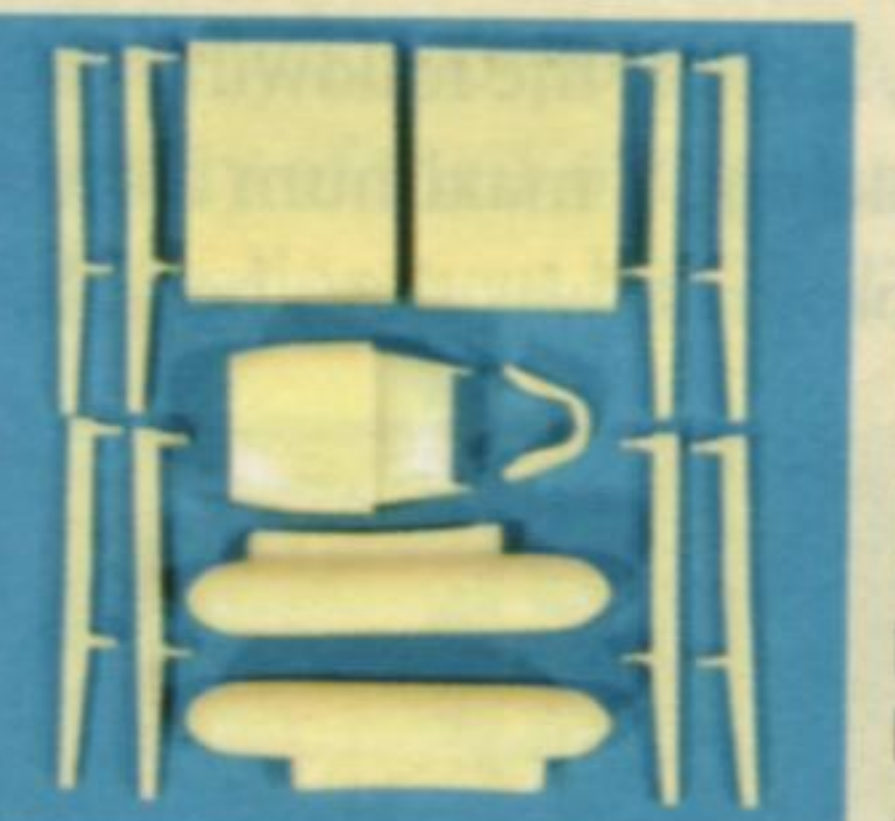
2 TAF Typhoon Set 2

1/48 scale (Hasegawa) Resin Conversion Set

Includes: 44gal LR tanks (2); Tempest tailplanes (2); cuckoo clock door dust deflector & radiator

£9.50
each (+ p&p)

Featured in Vol 3 Iss 11



Hurricane Set

M480505011

Hurricane Mk IV

1/48 scale (Hasegawa Mk IId) Resin Conversion Set

Includes: armoured radiator (1); rocket blast plates (2); rocket rails (8); 44gal drop tanks (2); fuselage canopy infill (1)

£9.50
each (+ p&p)

Featured in Vol 3 Iss 11



Resin Conversion Sets

Jabo Sets

M481204006

Jabo Set 1: Bf 109E & F

1/48 (Tamiya or Hasegawa Bf 109Es & Airfix or Hasegawa Bf 109Fs) Resin Conversion Set

Includes: ETC 50 bomb rack & 4x 50kg bombs; ETC 500 bomb rack & 250kg bomb - optional 'anti-ship' nose ring; 2x Bf 109E-I MG 17 machine gun panels

£7.50
each (+ p&p)

Featured in Vol 3 Iss 12



M481204007

Jabo Set 2: Day Fw 190A-3/A-4

1/48 (Tamiya Fw 190A-3) Resin Conversion Set

Includes: ETC 501 bomb rack; 'short' ventral fairing; 1x 500kg bomb with optional 'anti-ship' nose ring; 2x correct diameter 'indented hub' mainwheels; A-4 aerial fin tip

£6.50
each (+ p&p)

Featured in Vol 3 Iss 12



M481204008

Jabo Set 3: Night Fw 190A-4

1/48 (Tamiya Fw 190A-3) Resin Conversion Set

Includes: ETC 501 bomb rack; 'short' ventral fairing; 1x 500kg bomb with optional 'anti-ship' nose ring; 2x correct diameter 'indented hub' mainwheels; A-4 aerial fin tip; 2x 300litre drop tanks; 2x 'Weserflug' drop tank fairings; 2x cowling exhaust glare shields

£10.50
each (+ p&p)

Featured in Vol 3 Iss 12



M481204009

Jabo Set 4: Fw 190A-5

1/48 (Tamiya Fw 190F-8) Resin Conversion Set

Includes: A-5 engine cowling & MG 17 cowling top; ETC 501 bomb rack; 500kg bomb with optional 'anti-ship' nose ring; 2x correct diameter 'solid hub' mainwheels; 2x 300litre drop tanks; 2x 'Weserflug' drop tank fairings; 2x cowling exhaust glare shields

£10.50
each (+ p&p)

Featured in Vol 3 Iss 12



M481204010

Jabo Set 5: Day Fighter Fw 190A-4/A-5/A-6/A-7/A-8*

1/48 (Tamiya Fw 190A-3 or Fw 190F-8) Resin Conversion Set

Includes: A-5 engine cowling & MG 17 cowling top; under cowling/wheel bay section; 2x inner mainwheel doors & retraction jacks; 2x underwing bulged cannon blisters; 2x MG 151/20 ejection chutes; A-4 aerial fin tip; 2x correct diameter 'indented hub' mainwheels; 2x correct diameter 'solid hub' mainwheels

£10.50
each (+ p&p)

Featured in Vol 3 Iss 12

*Note: This enlarged set now supercedes and replaces the original 'D-Day Fw 190A-6/A-8' set M480704003



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Comets' Tales

America's first jet, modelled in two scales by Tim Large

In February 1941 the US National Advisory Committee for Aeronautics (NACA) formed a Special Committee on Jet Propulsion to study future development of jet aircraft. Its members included representatives of the aircraft industry and manufacturers of turbines and turbochargers.

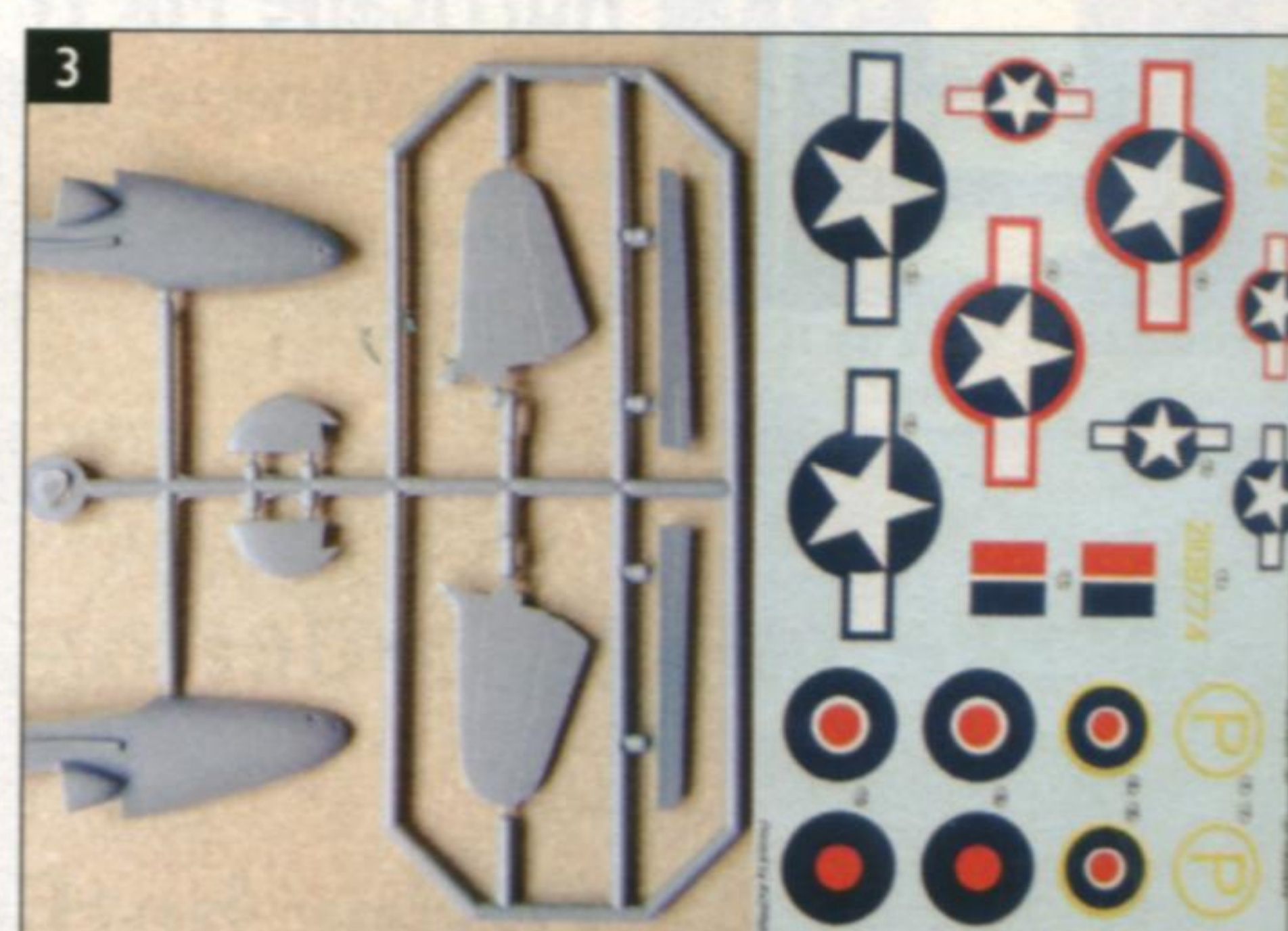
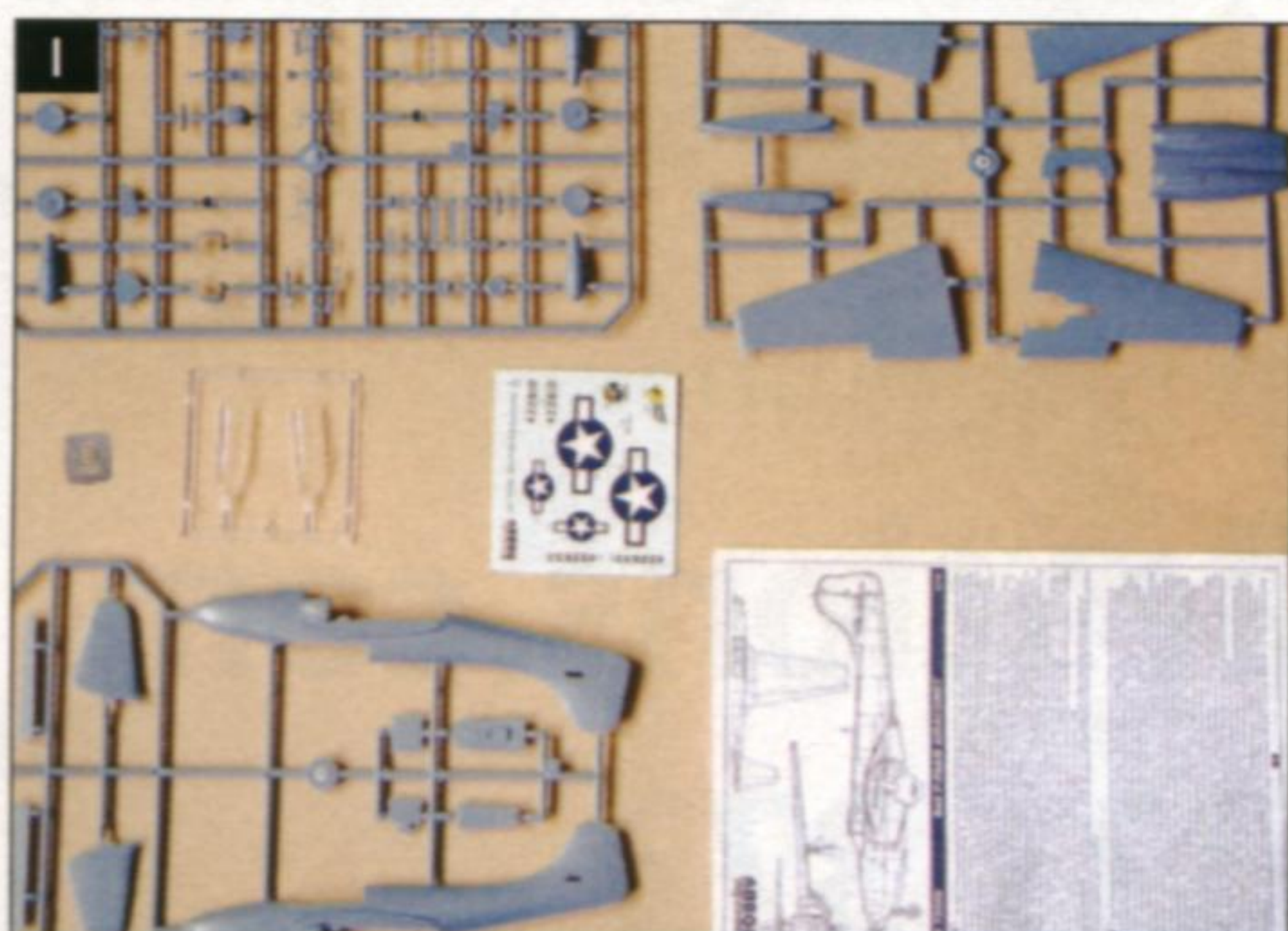
Later that year General 'Hap' Arnold, the Deputy Chief of Staff for Air, visited England, where he was briefed on the Frank Whittle-designed Power Jets W1 engine and saw the prototype Gloster E.28/39, Britain's first jet aircraft. What would now be called a 'technology transfer' agreement was subsequently signed between Britain and America which led to the General Electric company being licensed to produce

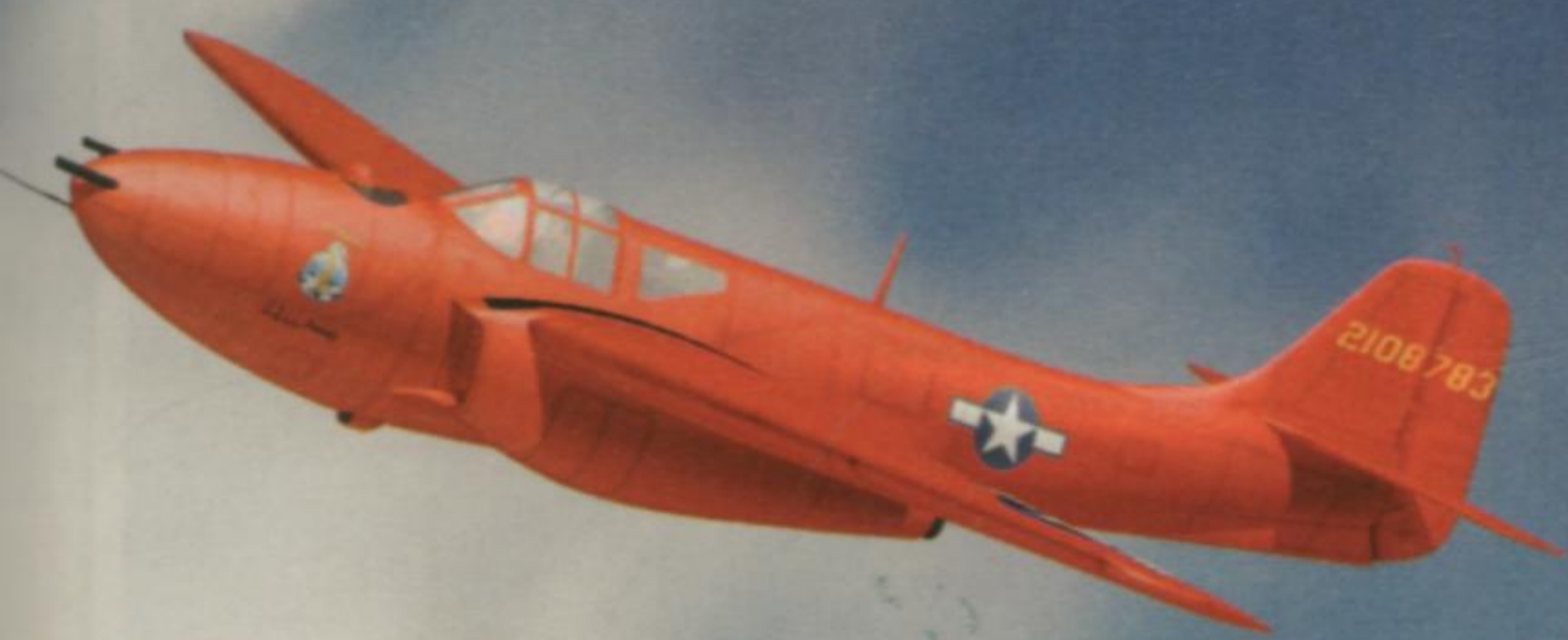
15 examples of the Whittle engine as the GE Type I-A, and Bell Aircraft was selected to build three prototype aircraft.

The choice of Bell was dictated by two main factors: at the time the company was less busy than other major US aircraft manufacturers, and it was located in upstate New York, conveniently close to GE's headquarters. Bell's design team, led by Larry Bell and his chief engineer Harland Poyer, began work in September 1941 in the utmost secrecy in a workshop in Buffalo leased from the Ford Motor Company. At that time Bell had been developing a twin-boom fighter designated XP-59 that was to have featured two 2,000 hp Pratt & Whitney R-2800 radial engines

driving a pusher propeller through coaxial shafts. To further obfuscate, the designation 'XP-59A' was chosen to suggest that the jet was a derivative of this design. In Bell parlance the jet was the Model 27.

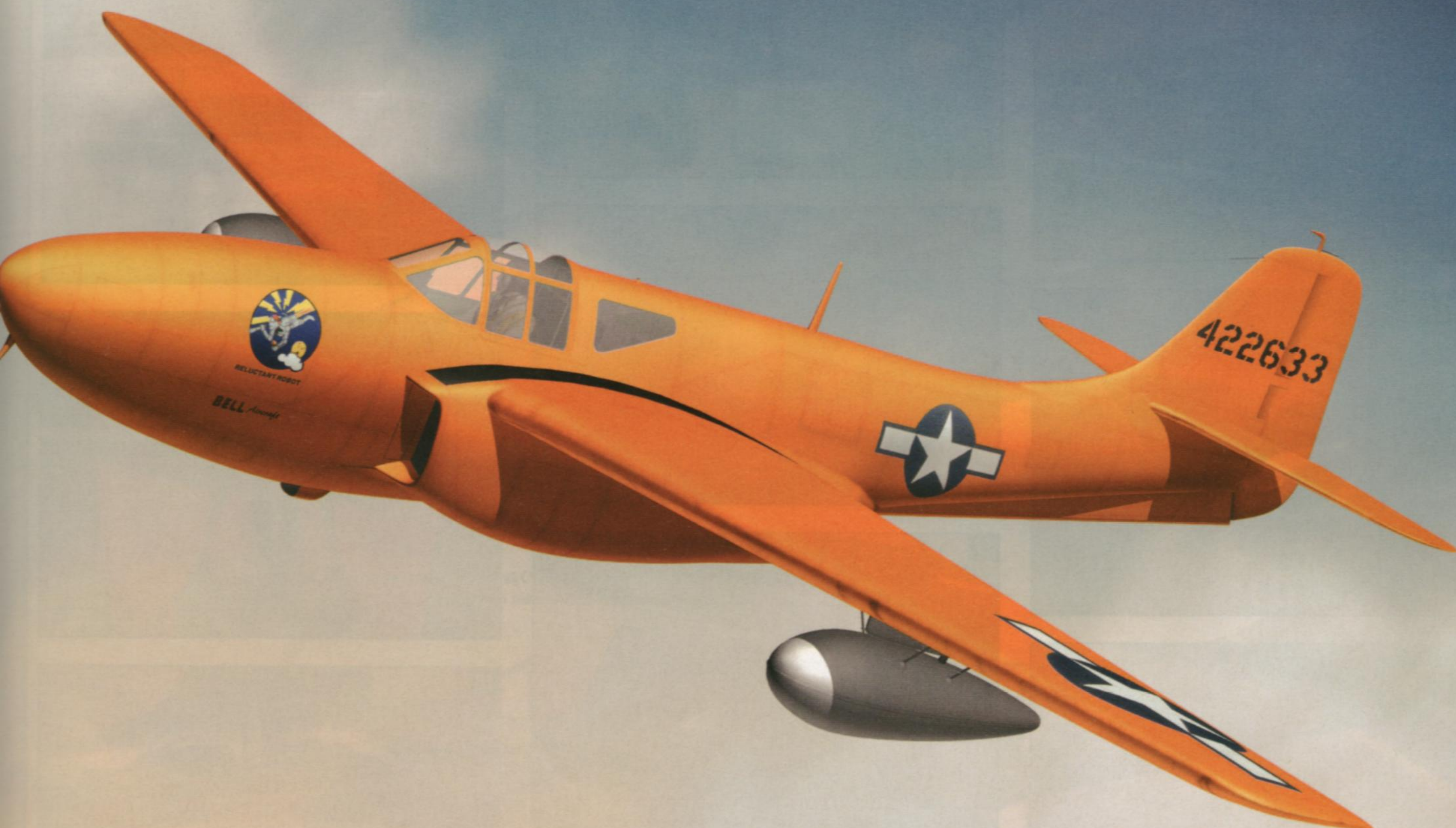
The first XP-59A, 42-108784, was completed in September 1942 and loaded aboard railway wagons for transportation to Rogers Dry Lake, Muroc, California (now Edwards AFB) and reassembled. On 1 October Bell chief test pilot Robert Stanley made the aircraft's first flight, remaining at a height of no more than 25 feet with the undercarriage down. The XP-59A flew three more times that day, and on the following day completed four sorties, reaching a maximum altitude of 10,000 feet. Flight test progress was slow, beset by





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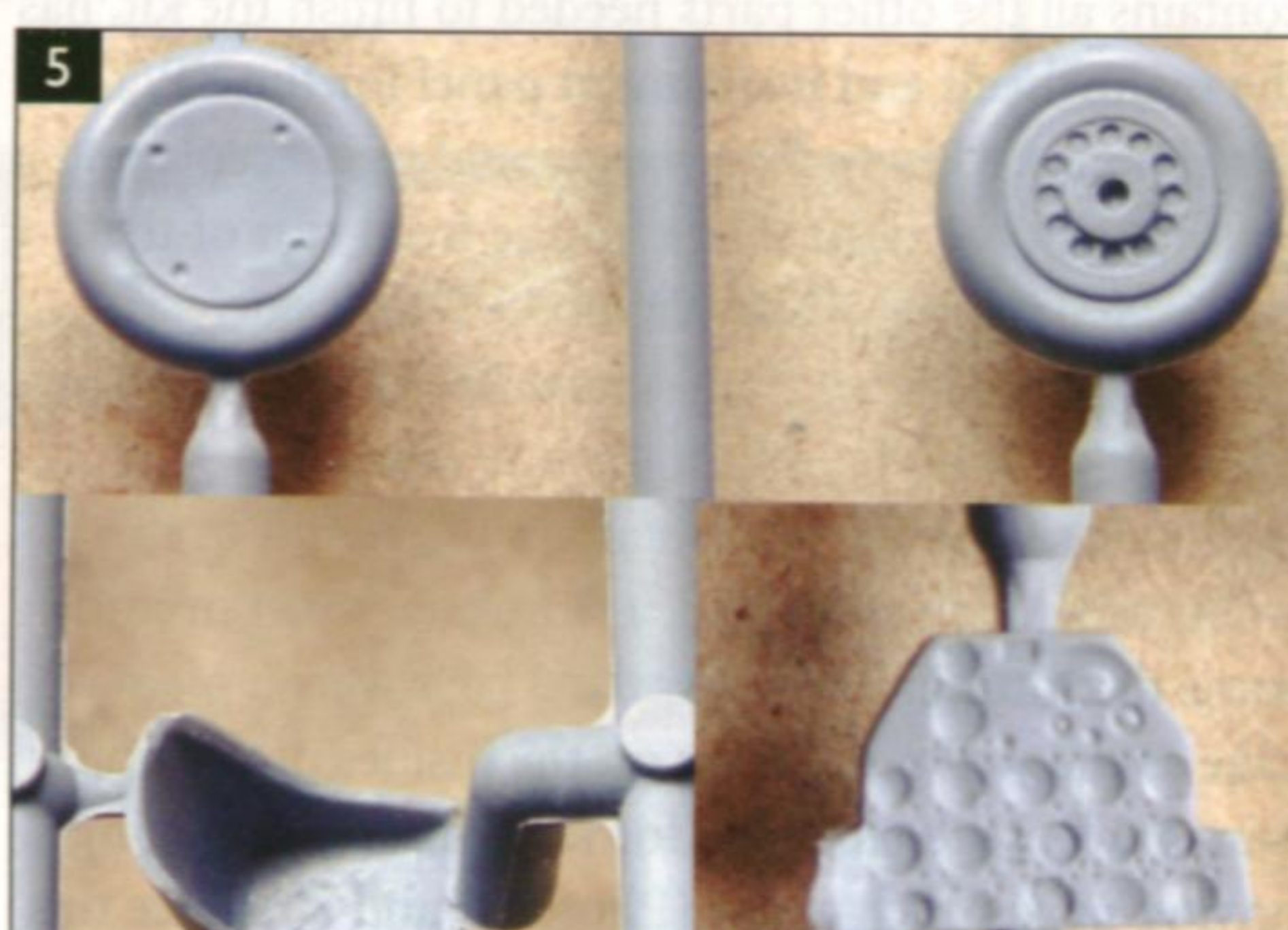
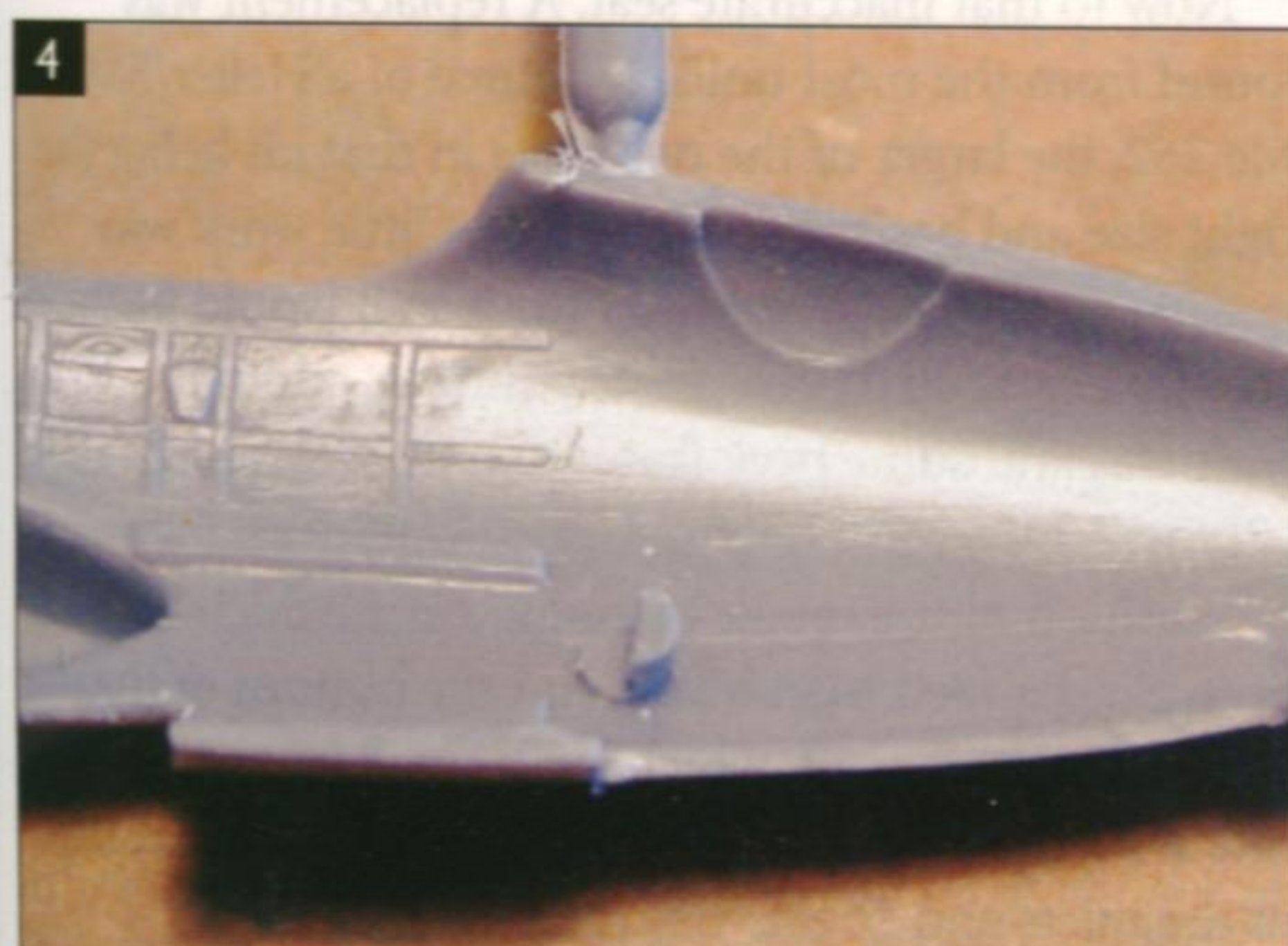
engine serviceability and other problems, so that by April 1943 the two prototypes then flying had logged less than 30 hours and just 54 flights between them. The first prototype amassed just less than 60 hours flight time in its career, and is now preserved in the Milestones of Flight exhibition at the National Air & Space Museum in Washington, D.C.

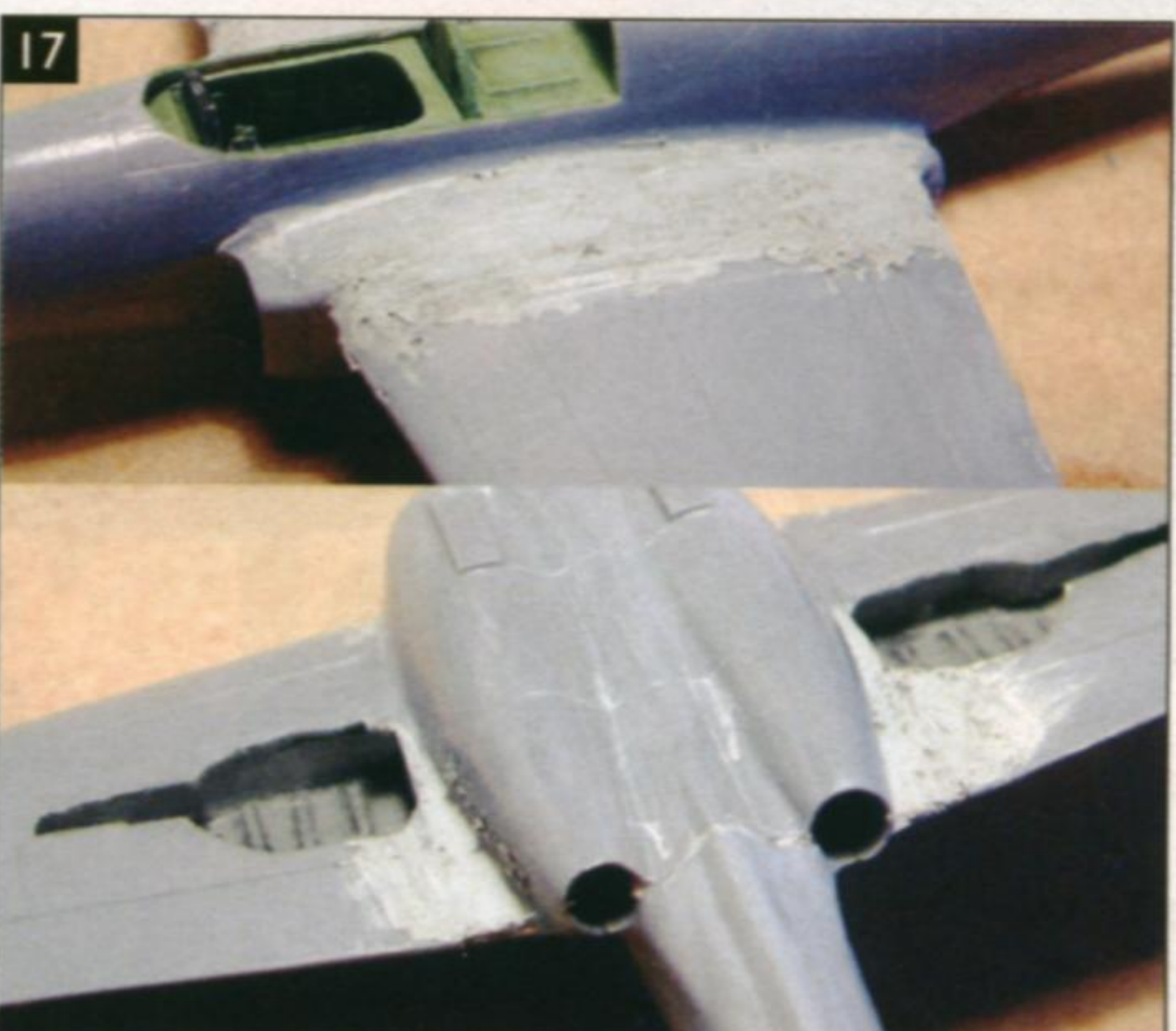
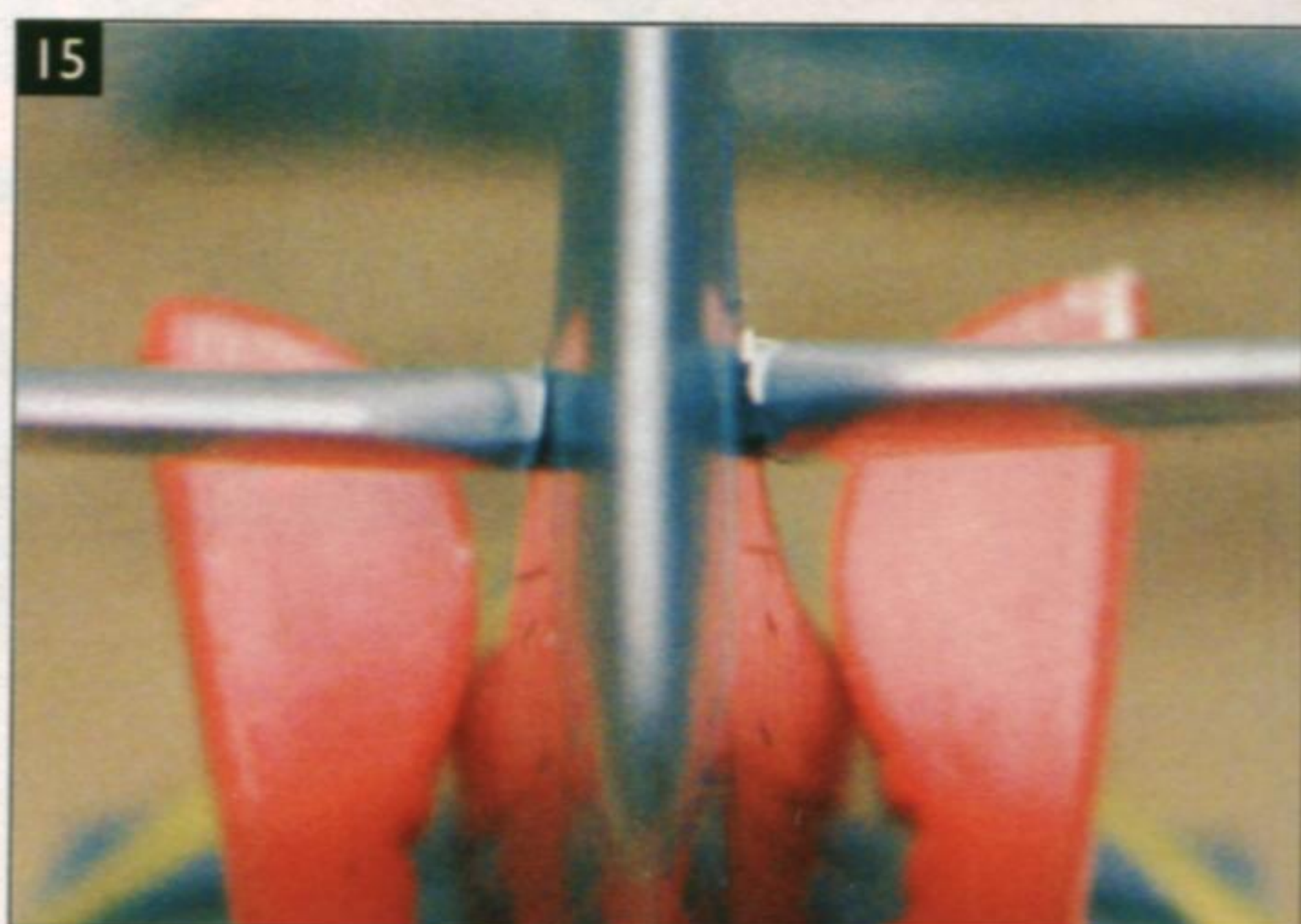
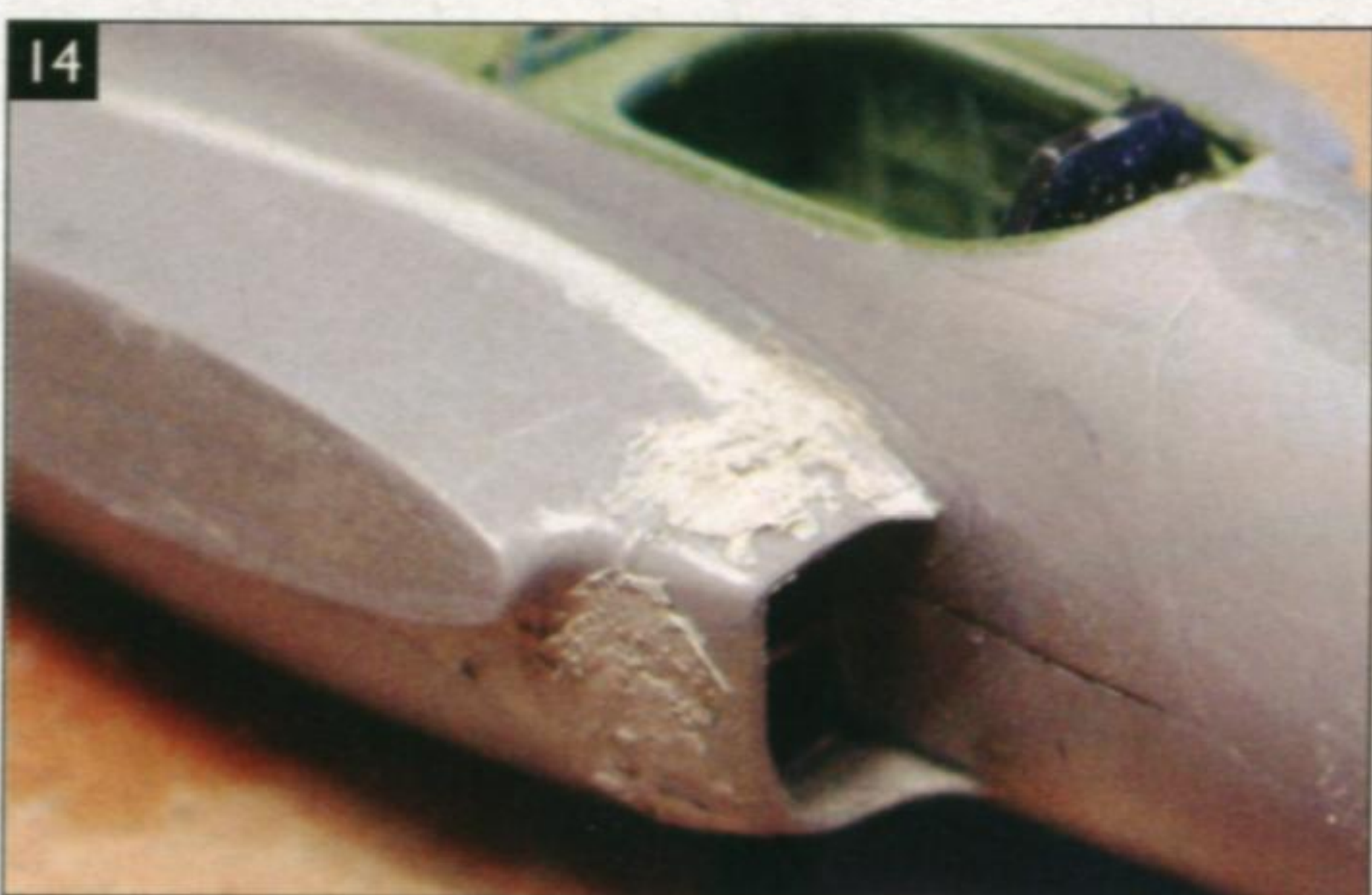
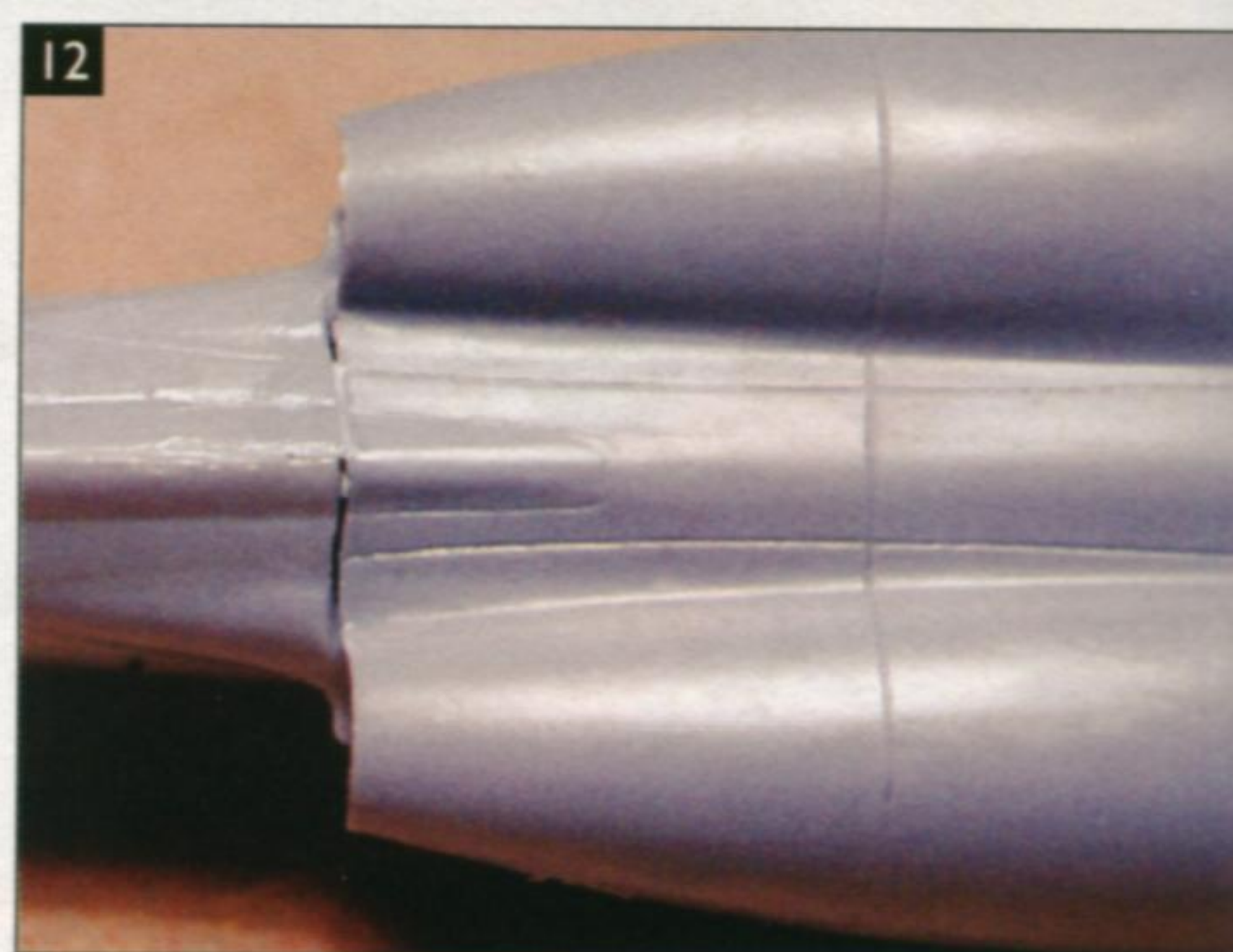
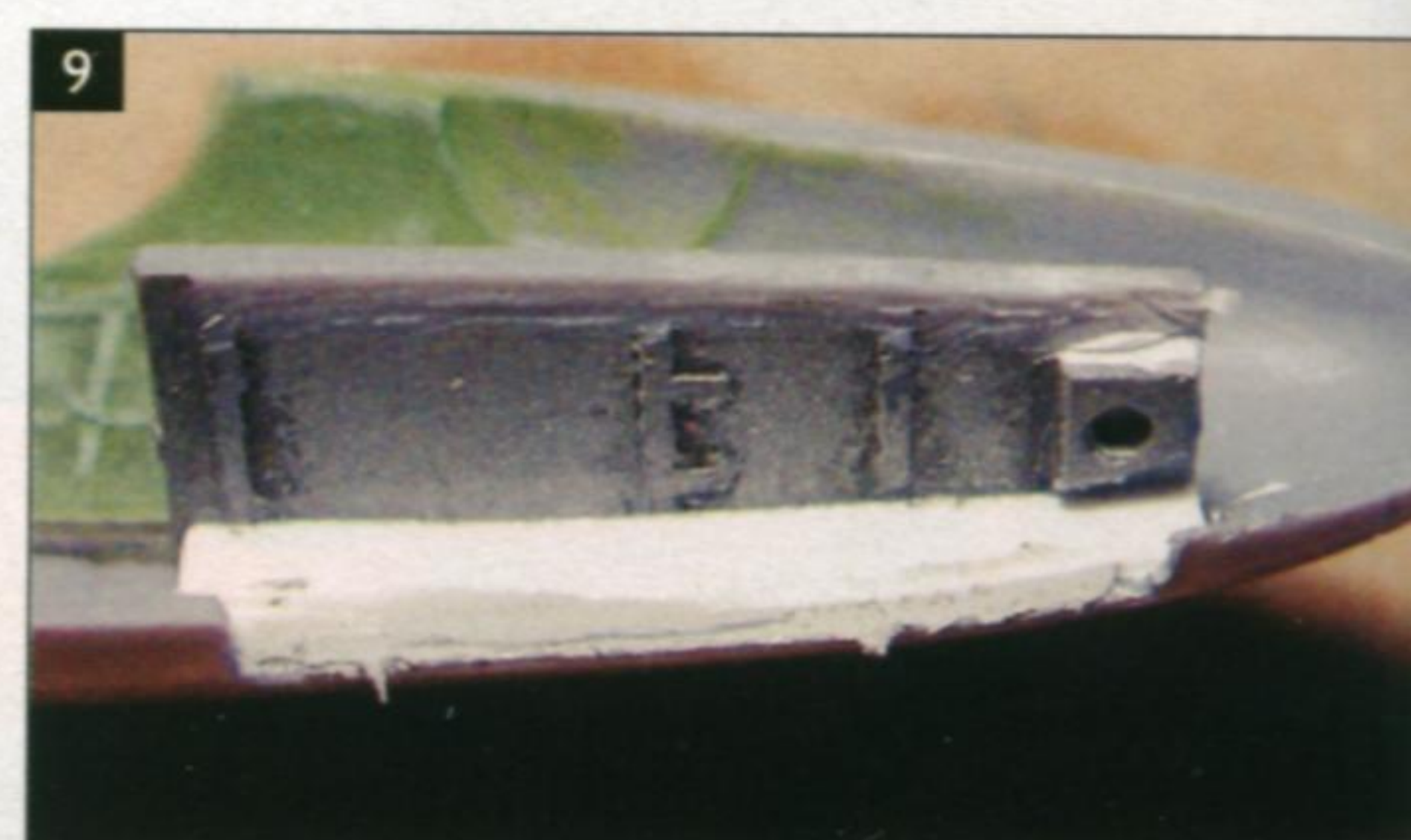
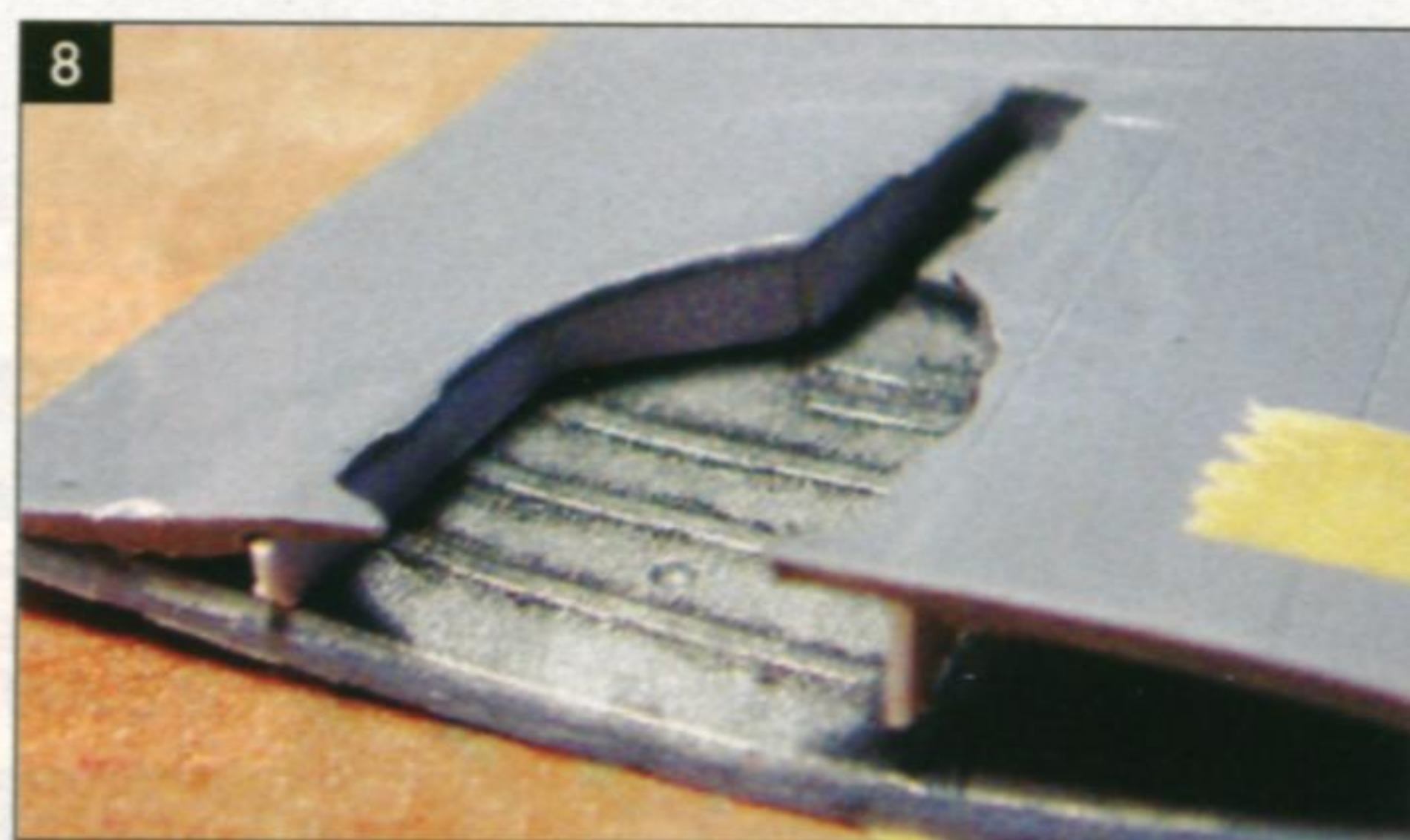
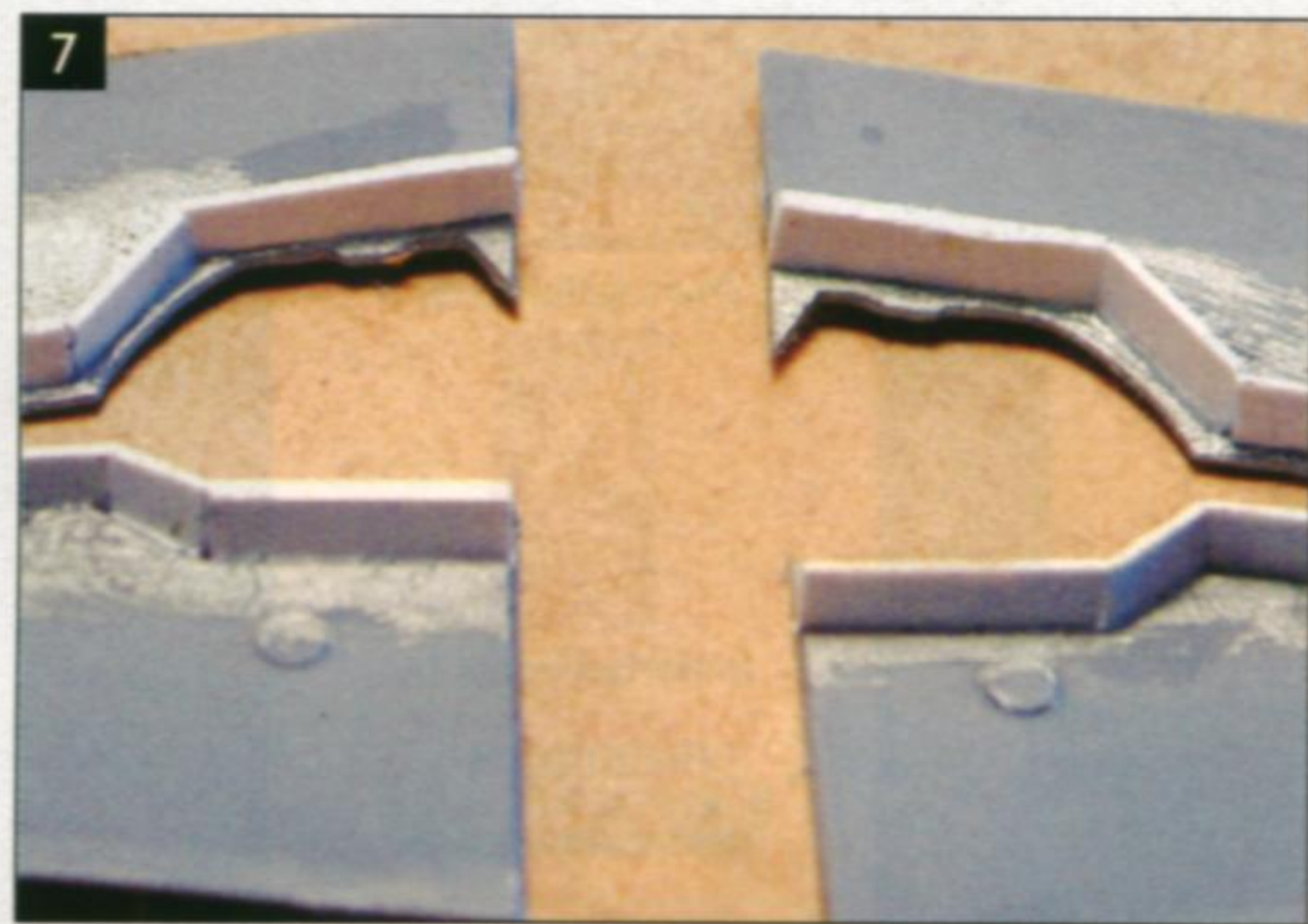
Meanwhile, the USAAF had ordered production of 13 service trials YP-59As, now named Airacomet. First flight was made from Muroc on 18 August 1943 by the second YP-59A airframe, 42-108772, temporarily powered by 1,300-pounds-thrust IA engines pending availability of the 1,650-pounds-thrust I-16s then under development by GE. The third YP-59A, 48-

108773, was flown on 28 September 1943 by Frank Kelley Jr then dismantled and shipped to Britain for comparative trials against the Gloster Meteor, an example of which had made the transatlantic crossing in the opposite direction for the Americans to test. Wearing British camouflage, prototype yellow undersurfaces with 'P' markings and serialled RJ362/G, the sole 'British' Airacomet was reassembled at RAE Farnborough and flew again in the hands of a Bell test pilot on 5 November. Between then and the following April 1944 it made a total of only 11 flights in England, largely due to unserviceability or lack of spares. Performance being found inferior to the Meteor's, it was subsequently returned to the USA.

Captain Eric 'Winkle' Brown, who flew RJ362/G once while it was at Farnborough, recalled of it: "The Airacomet proved to be badly underpowered, with an unacceptably long take-off run...(it was) a ponderous aeroplane...not very exciting".

The service trials YP-59As performed poorly in combat simulations against contemporary piston-engined fighters such as the P-38 Lightning and P-47 Thunderbolt and were deemed unsuitable for service. They were adapted to a number of roles, including radio-controlled target drone, and drone controller, with a second cockpit installed in the nose. Two were assessed by the US Navy, and two more used for wind-tunnel tests by NACA.





In March 1944 the USAAF had awarded Bell a contract for 100 production P-59A Airacomet, with the expectation of a further order for 250, but the total was later reduced to just 50, comprising 20 P-59As and 30 P-59Bs, all powered by the production derivative of the GE I-16 engine designated J31. The first P-59A was delivered in late 1944, the last P-59B in August 1945. Some went to test and evaluation units, three to the US Navy, one to NACA and 35 — a mix of 'As and 'Bs — to the USAAF's first jet unit, the California-based 412th Fighter Group, to train future pilots and ground crew in jet operations ready for the arrival of the much more capable Lockheed P-80 Shooting Star.

The Kits

Special Hobby

Special Hobby's 1/72 version of the Bell P-59A/B Airacomet comes with some very nice artwork, three sprues of medium grey plastic containing 61 parts, two different canopies, a very small etched brass sheet with just three parts, and to round it all off a fine decal sheet (Photo 1). The moulding is as you would expect from a limited-run kit with a little flash on all parts, but it has recessed panel lines and good

internal and external definition. The canopies (Photo 2) are very clear and well moulded. You need only one for this version as the other is for kit No 72084 for the XP/YP-59 prototypes and development aircraft which are catered for by a replacement sprue and a different set of decals (Photo 3).

Problems emerged while cleaning up the parts, with an apparent mismatch of sprues between the two kits offered by Special Hobby. Sprues A and B contain the cockpit sides, floor and rear bulkhead, fuselage halves (in which, interestingly, there is a cut-out for the two-seat version, suggesting it may be released later — Photo 4 — though a conversion would present no problems at all) and wings. But sprue C, which contains all the other parts needed to finish the kit, has the mainwheels and instrument panel for the XP/YP-59s. The seat (Photo 5) is wrong and needs replacing (but it's just the right shape for the front seat of the two-seat version!), whilst the nosewheel is correct unless you are trying to make the XP/YP-59, in which case you will need to fill-in the hub detail.

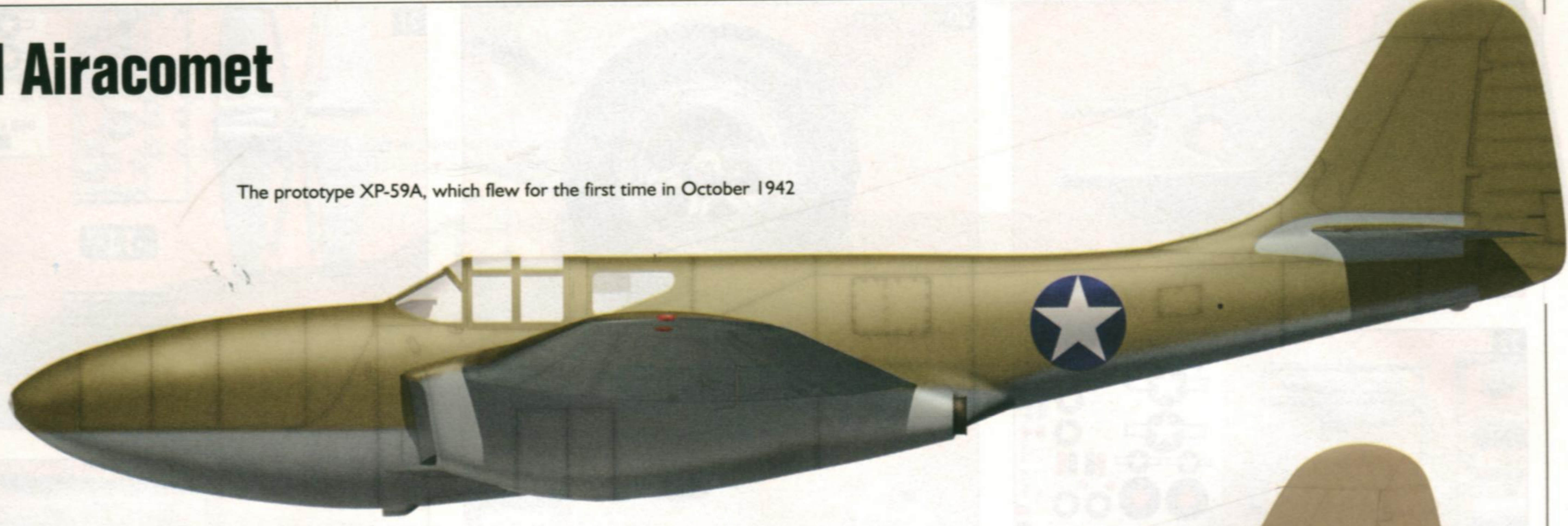
After pre-painting the small parts I boxed-in the wheel wells with plasticard, a simple task just needing some dry-fitting. The mainwheel bays were a piece of cake as the well mouldings on the insides of the upper wings halves are recessed (for resin inserts?), making boxing-in so much easier (Photos 6 and 7). Once this

had been done it was just a matter of gluing the top wing pieces to the lowers. There are no locating pins here (or anywhere else), but the fit is excellent and just a little cleaning up was required (Photo 8). Next it was time to fit the cockpit together. I was pleasantly surprised to find that, as with the wings, everything fitted as intended, the only problem here being rudder pedals that are too big, but as they can't be seen when the cockpit is completed you could just forget them. At this stage I boxed-in the nosewheel well (Photo 9), Special Hobby supplying just the roof. I added some lead to the nose to be on the safe side in case of tail-sitting. Special Hobby recommend 30g, but I just filled it up (Photo 10).

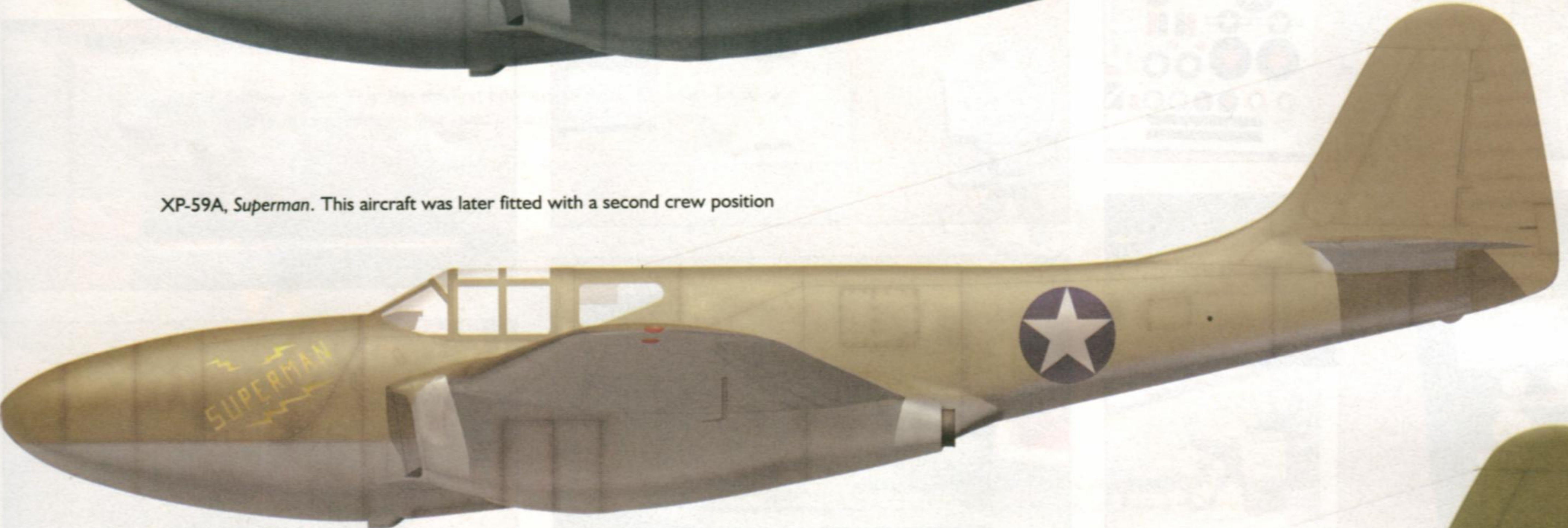
Now to that inaccurate seat. A replacement was found from the most unlikely source of a Heller/SMER Me 262, the larger of the two seats in that kit being the right size and basic shape, and just a little work was needed to cut out the seat's bottom so it would fit the cockpit correctly. The rest was painting, adding seatbelts, and some back framing out of 15A fuse wire (Photo 11). Fitting the fuselage together was followed by addition of the intake blanking plate, which had been pre-painted matt black, and the bottom of the engine compartment, which left a small gap where it met with the fuselage (Photo 12). A dry-fit of the top of the inlets and engine bay revealed that some

Bell Airacomet

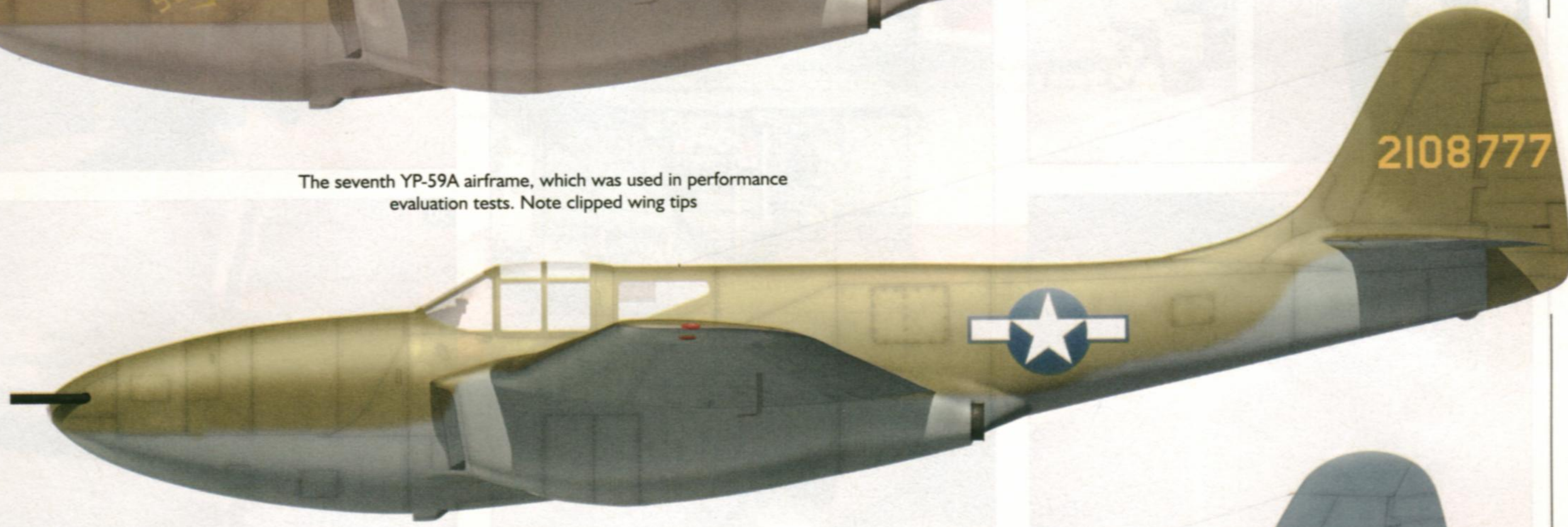
The prototype XP-59A, which flew for the first time in October 1942



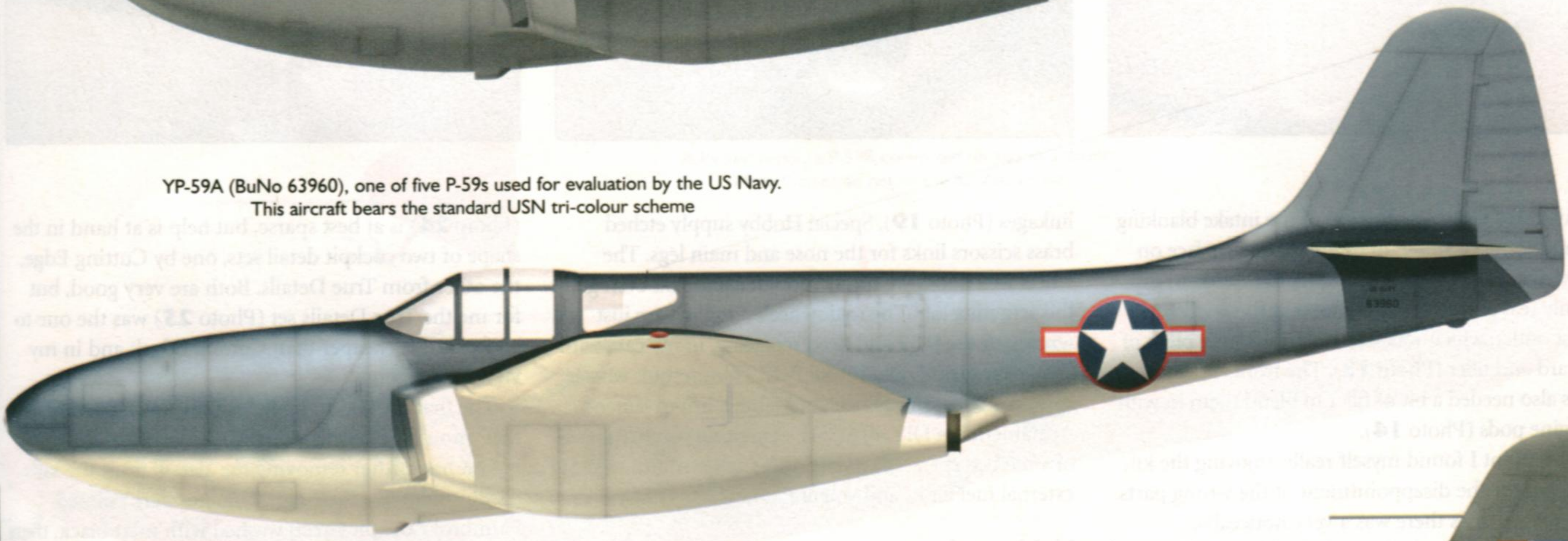
XP-59A, *Superman*. This aircraft was later fitted with a second crew position



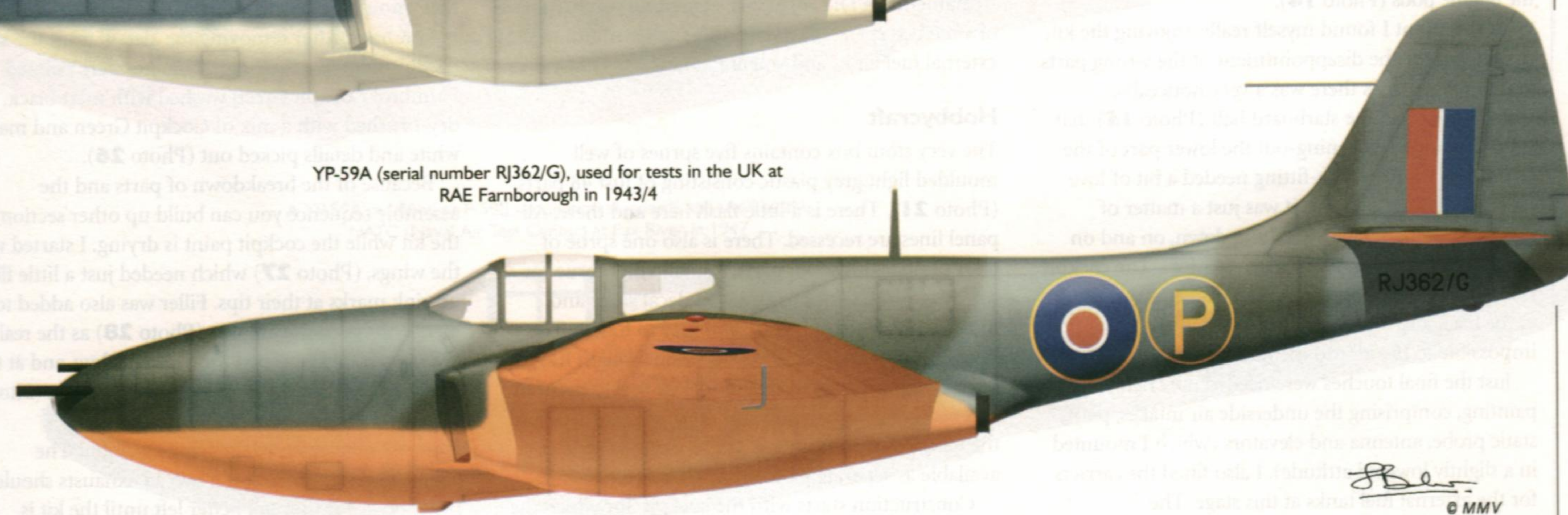
The seventh YP-59A airframe, which was used in performance evaluation tests. Note clipped wing tips



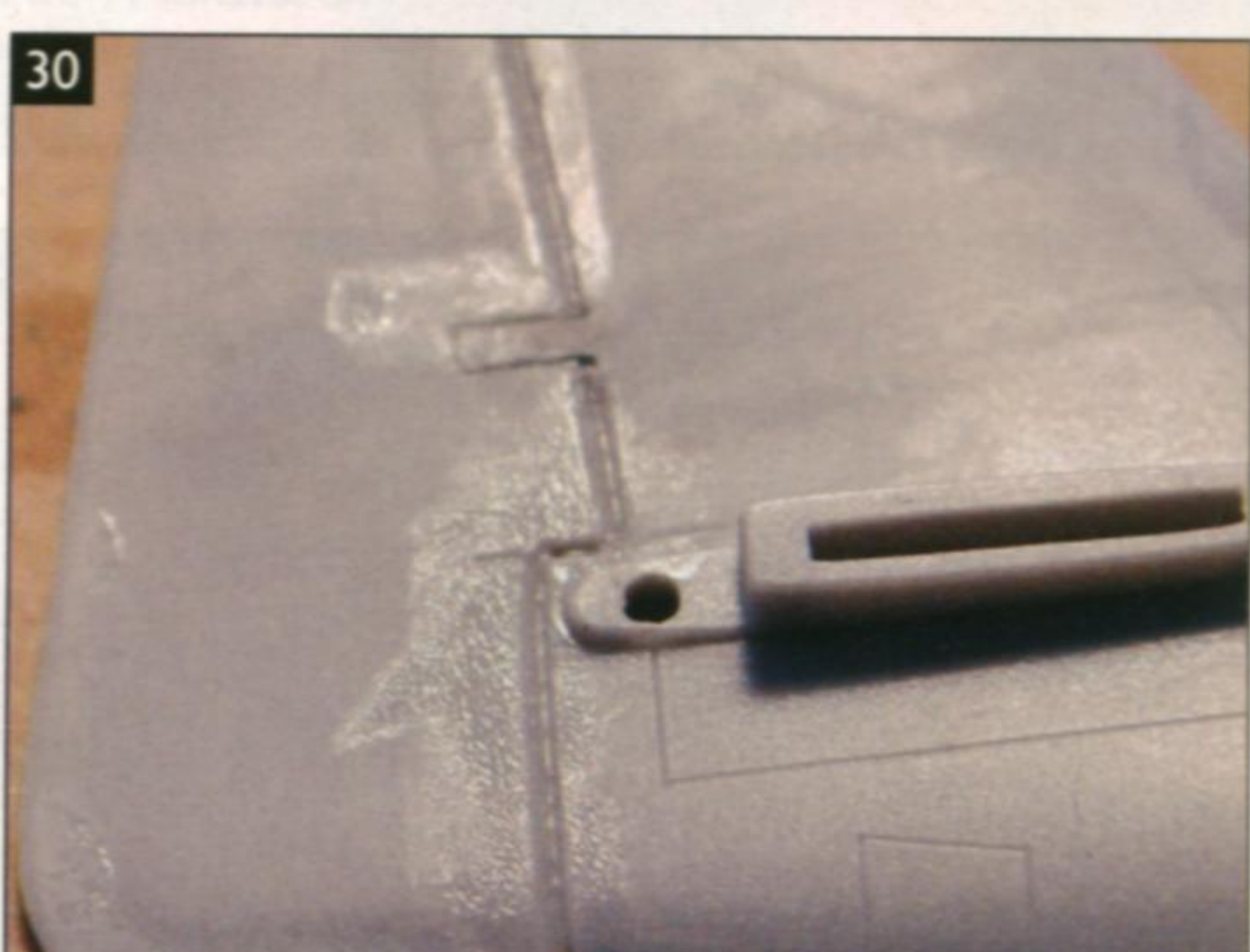
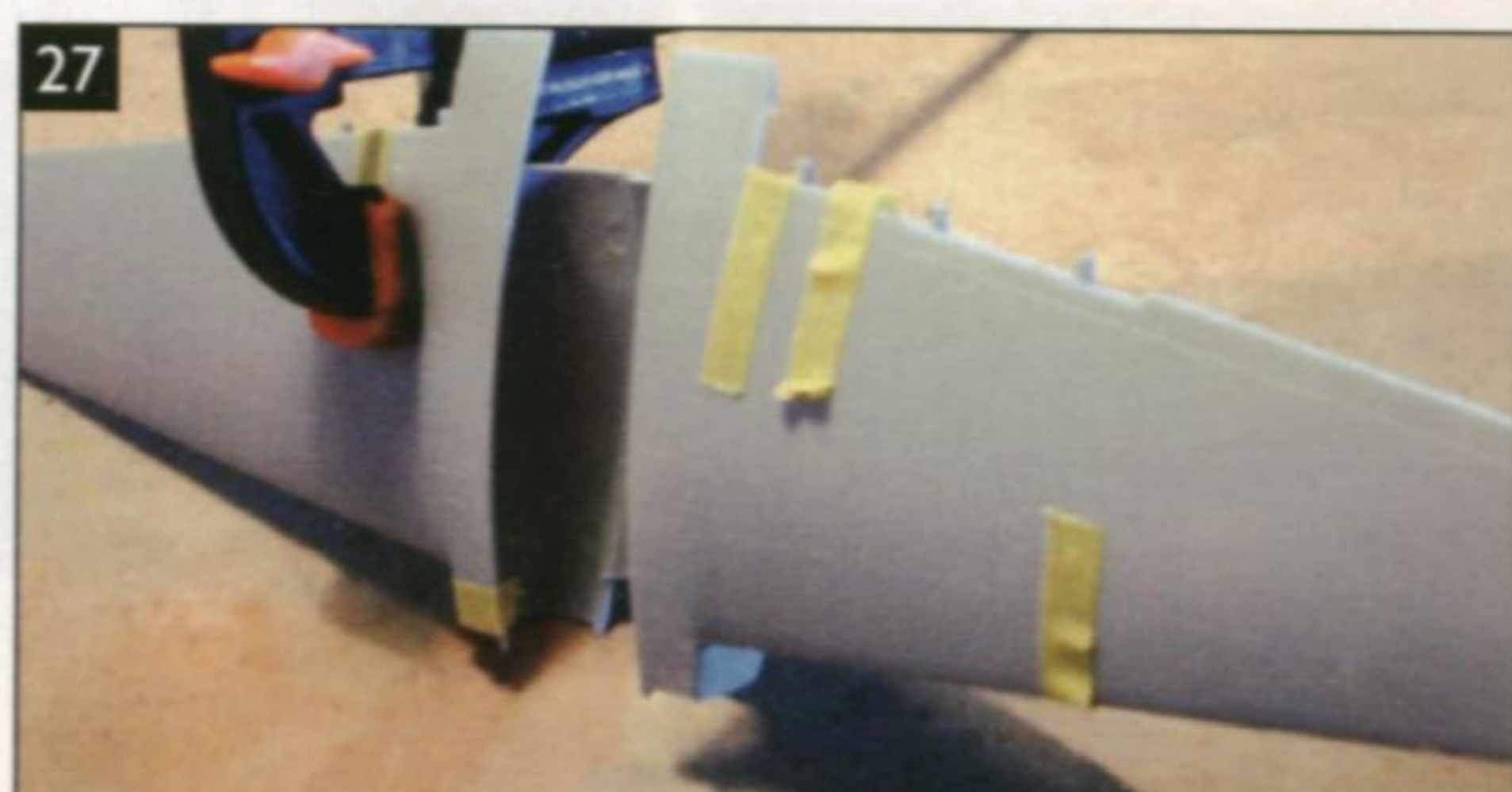
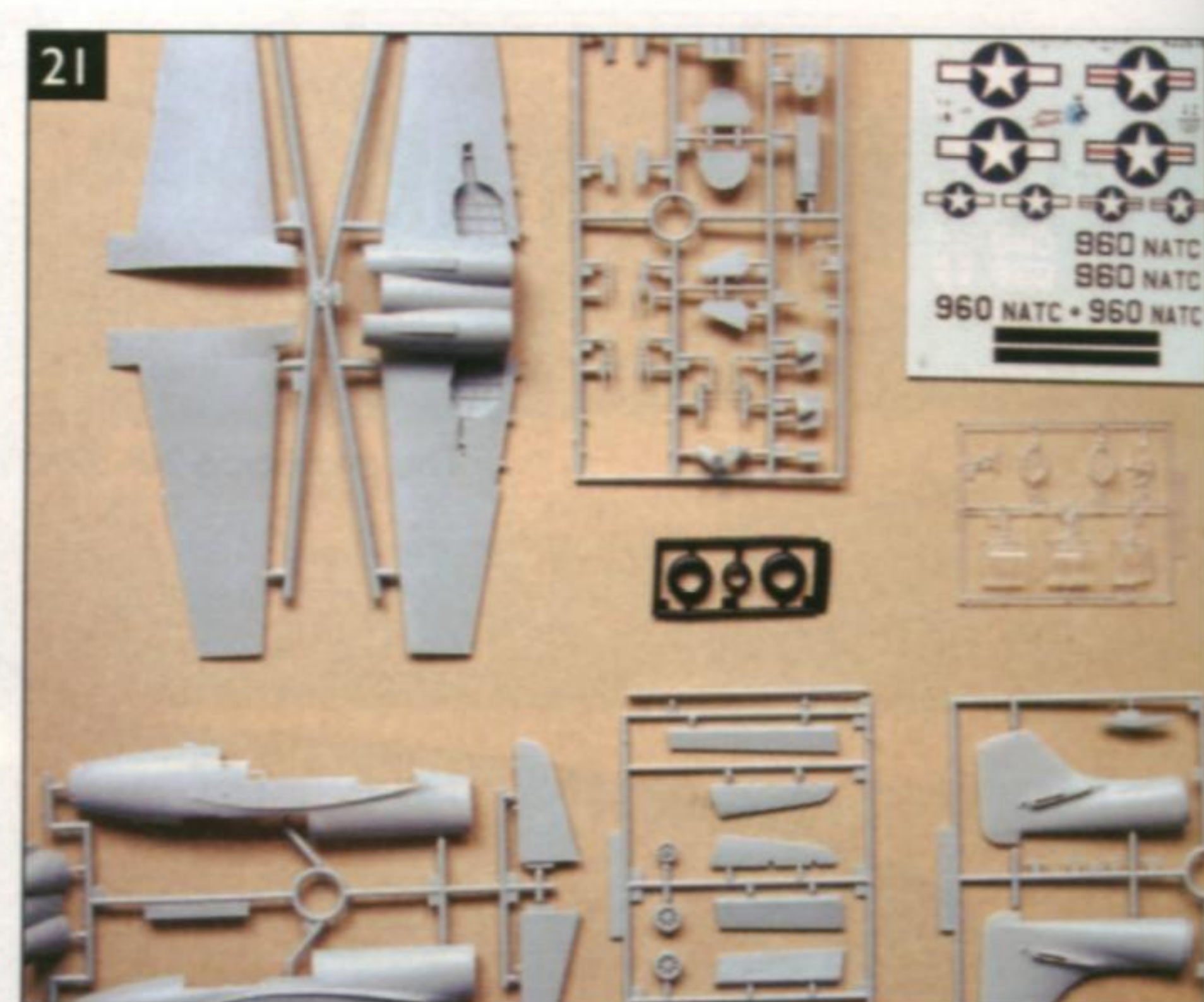
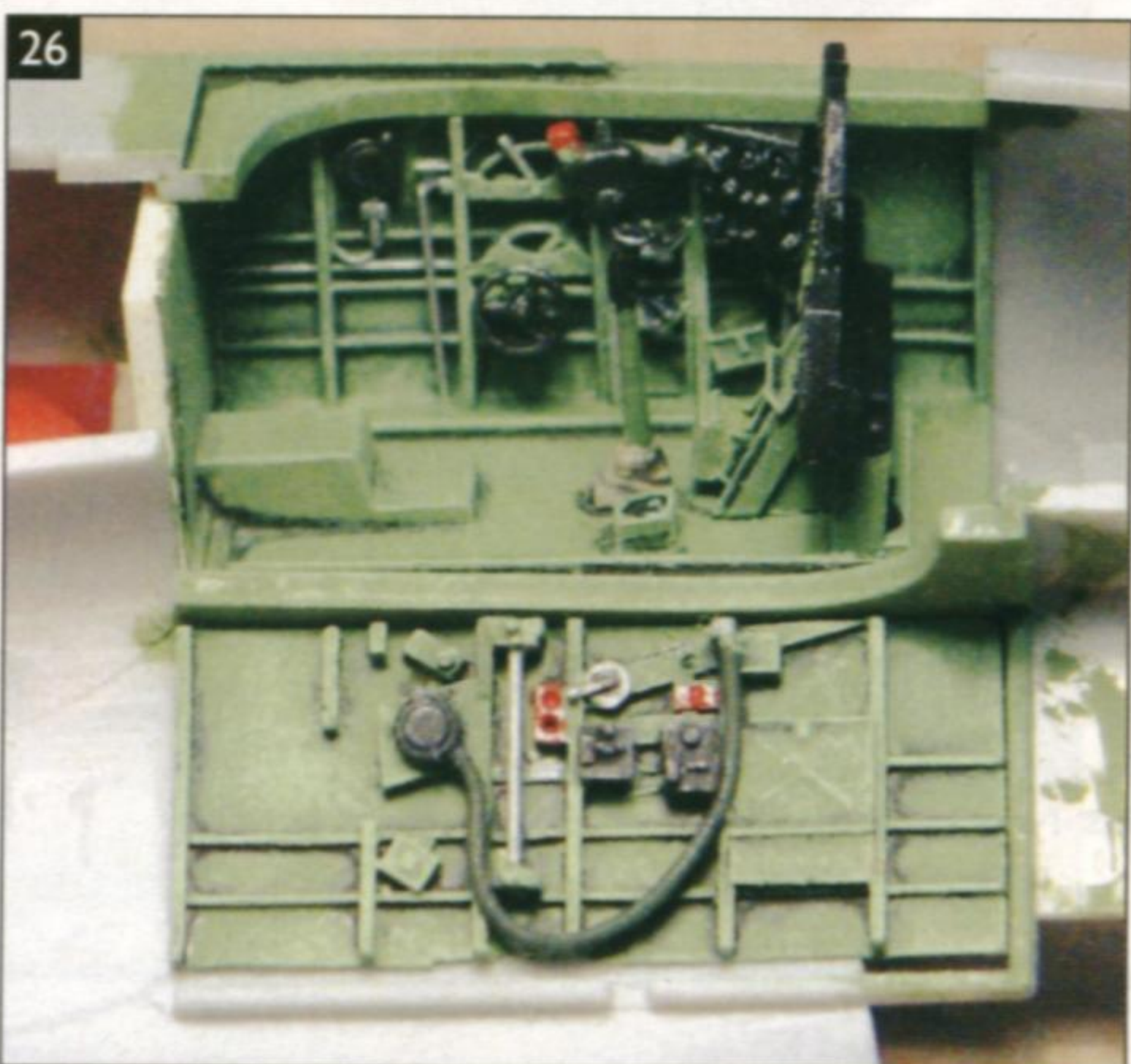
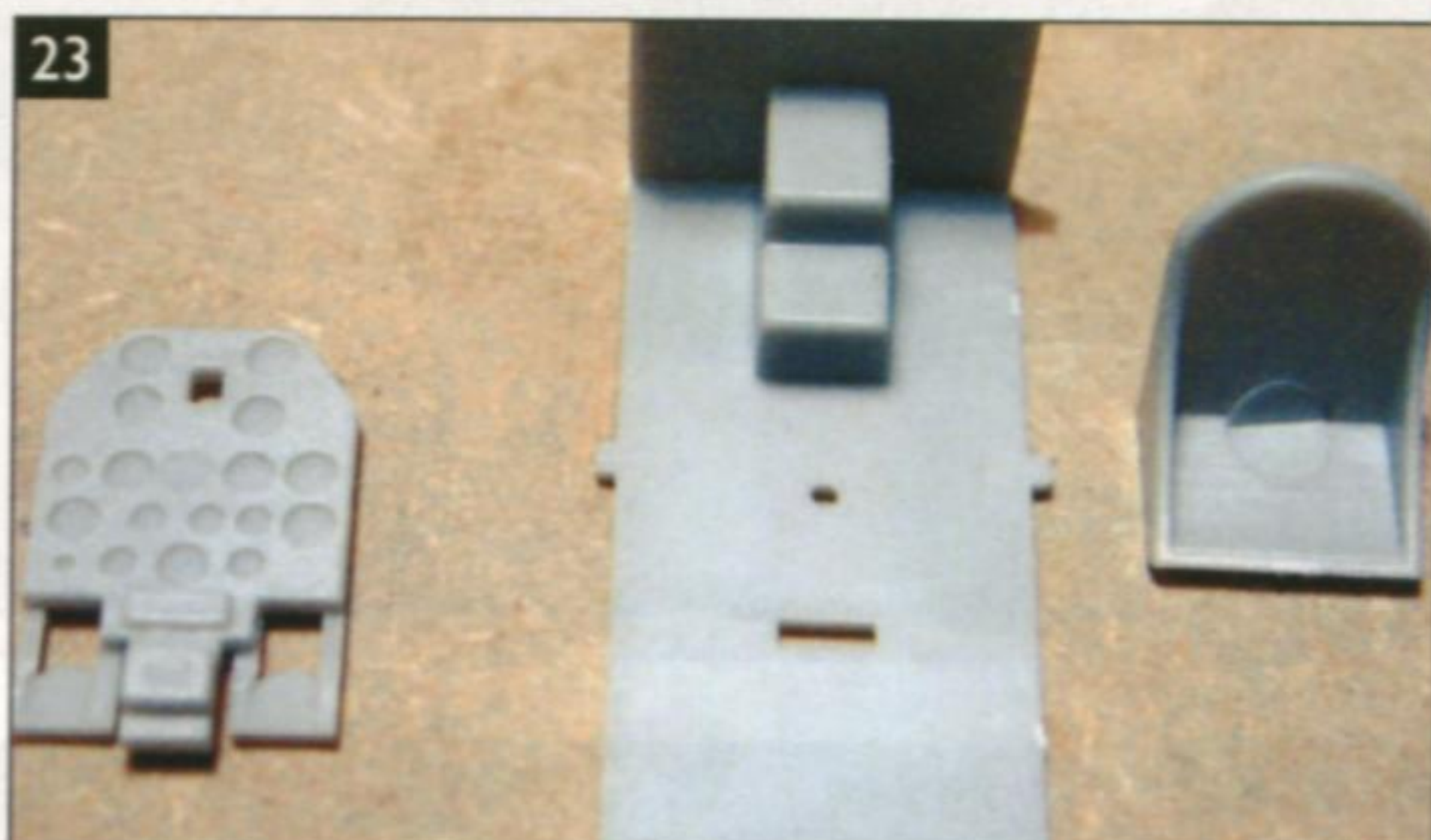
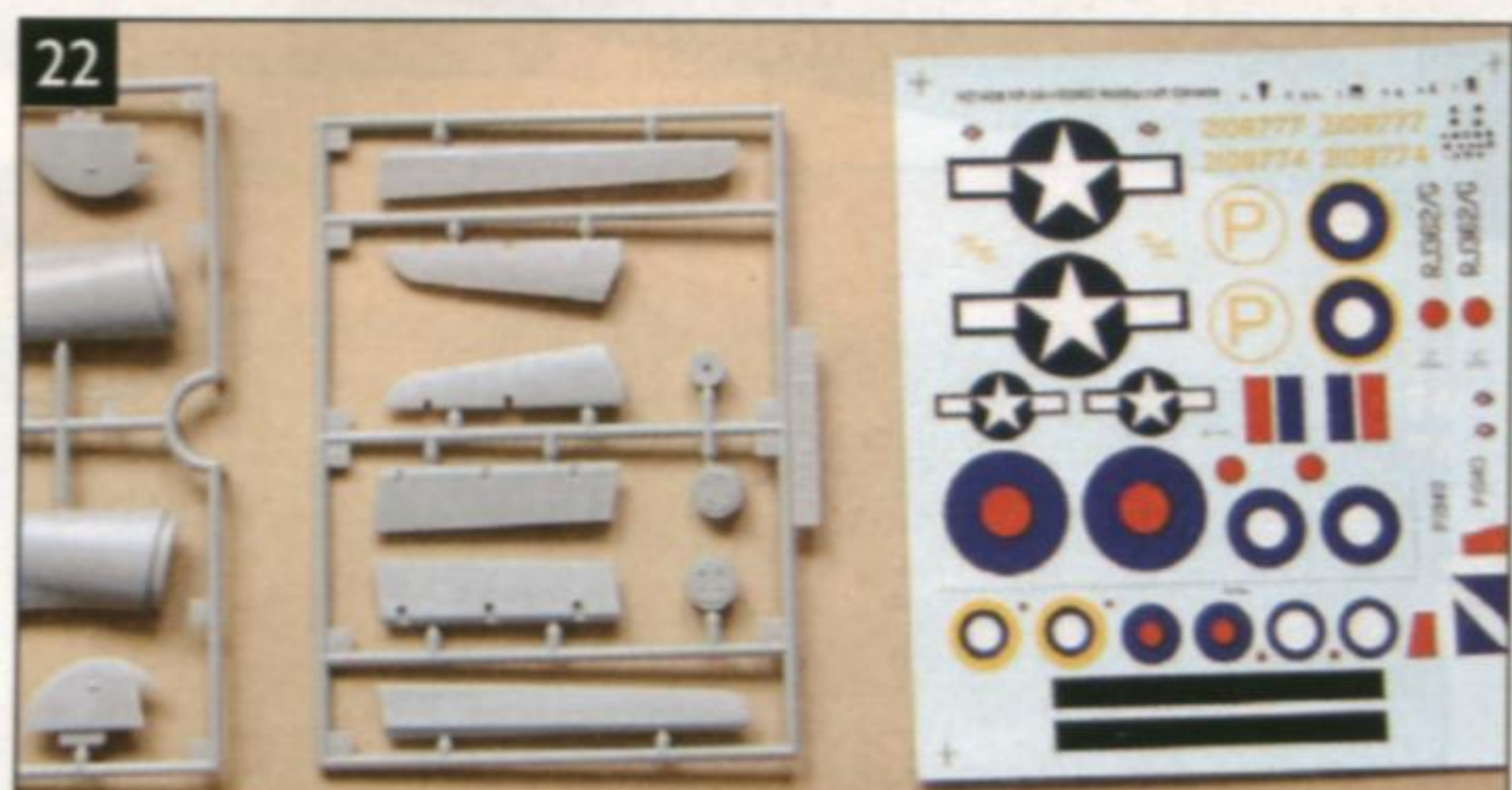
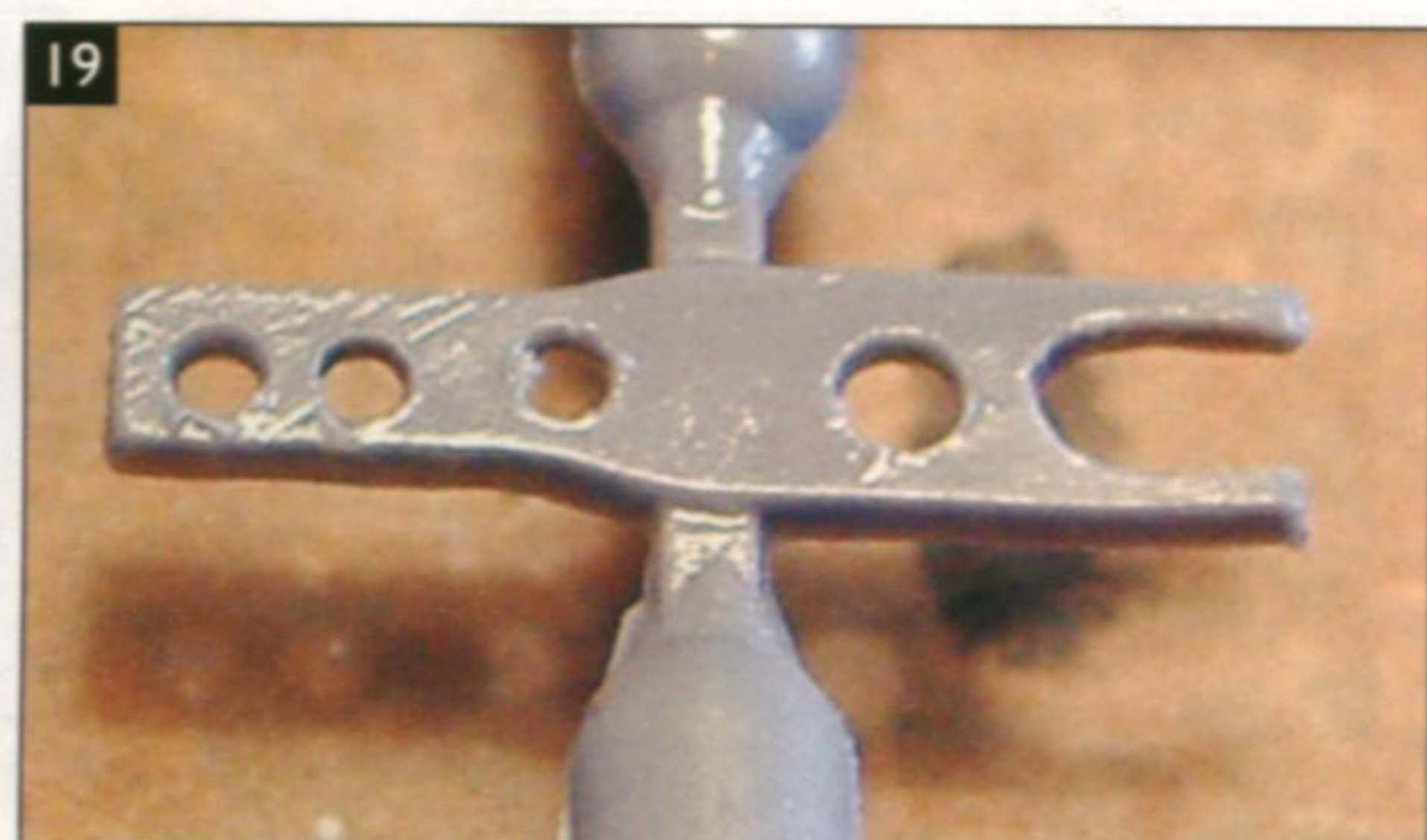
YP-59A (BuNo 63960), one of five P-59s used for evaluation by the US Navy. This aircraft bears the standard USN tri-colour scheme



YP-59A (serial number RJ362/G), used for tests in the UK at RAE Farnborough in 1943/4



J.B.
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• 1 of 2 • © Jerry Boucher – 2005



trimming was needed to the top of the intake blanking plate and some cleaning up of the mating surface on the fuselage, with filler needed to fill the resultant gap. The only real problem was the joint at the starboard exhaust outlet, which was seen off with a little piece of plasticard and filler (Photo 13). The fronts of the intakes also needed a bit of filler to blend them in with the engine pods (Photo 14).

At this point I found myself really enjoying the kit, making up for the disappointment of the wrong parts. With the tailplanes there was a very noticeable misalignment on the starboard half (Photo 15) that was dealt with by opening-out the lower part of the cut-out in the fin. Wing-fitting needed a bit of love and care (Photo 16), but it was just a matter of rubbing down, filling in, rubbing down, on and on until a good fit was achieved (Photo 17). The cockpit canopy was not a good fit here at all, being too small at the back and too wide at the front, nigh on impossible to blend into the fuselage (Photo 18).

Just the final touches were needed now before painting, comprising the underside air intakes, pitot-static probe, antenna and elevators (which I mounted in a slightly lowered attitude). I also fitted the carriers for the external fuel tanks at this stage. The undercarriage legs and linkage are well moulded for a kit of this scale. I cut a number of holes into the solid

linkages (Photo 19). Special Hobby supply etched brass scissors links for the nose and main legs. The wheel well doors are nicely moulded and you even get the actuating bar. The mainwheels supplied are just wrong for the P-59 and need replacing, in my case with a pair of old and used Revell P-47 Thunderbolt wheels (Photo 20) — not perfect, but a huge improvement. Armament is a DIY affair, SH suggesting you use pieces of stretched sprue. Then it's just a matter of fitting the external fuel tanks and you are done.

Hobbycraft

The very stout box contains five sprues of well moulded light grey plastic consisting of just 48 parts (Photo 21). There is a little flash here and there. All panel lines are recessed. There is also one sprue of clear plastic with seven parts, a small vinyl sprue for the three tyres, a nicely produced decal sheet and instructions which are clear and easy to follow. The breakdown of the sprues shows some thought has gone into the design of this model, as replacement of just two sprues and a different set of decals gives you the parts for the pre-production YP-59 which is available as separate kit HC 1438 (Photo 22).

Construction starts with the cockpit, for which the seven parts Hobbycraft supply are barely adequate and inaccurate (Photo 23). The moulded sidewall detail

(Photo 24) is at best sparse, but help is at hand in the shape of two cockpit detail sets, one by Cutting Edge, the other from True Details. Both are very good, but for me the True Details set (Photo 25) was the one to go for as it is cheaper than Cutting Edge's and in my view just as good.

The first job was to remove all the resin parts from their moulding blocks, which was a chore as the resin is a bit hard. After removing the 'detail' from the kit's cockpit sidewalls their replacements were painted Humbrol Cockpit Green washed with matt black, then dry-brushed with a mix of Cockpit Green and matt white and details picked out (Photo 26).

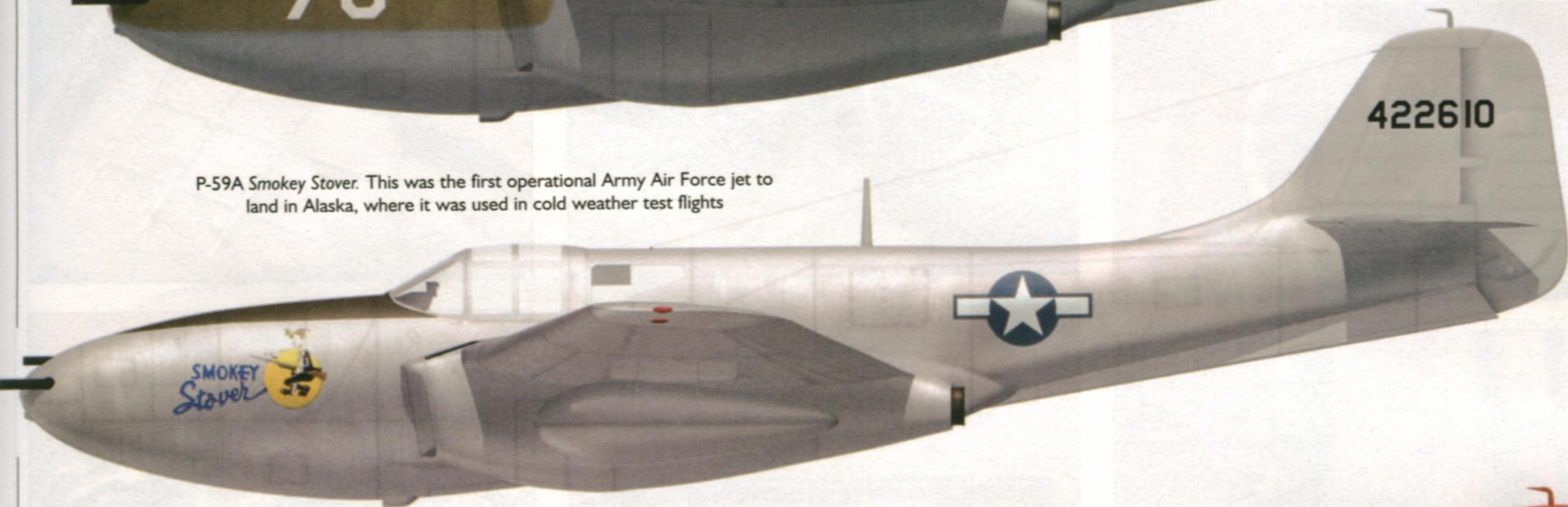
Because of the breakdown of parts and the assembly sequence you can build up other section of the kit while the cockpit paint is drying. I started with the wings, (Photo 27) which needed just a little filler on sink marks at their tips. Filler was also added to the inside of the engine intakes (Photo 28) as the real aircraft's were smoothed for better airflow, and at the same time rounded off the outer intake sides (Photo 29). At this point I fitted the rear engine compartment cover to the wing assembly. The instructions advise that the two jet exhausts should be fitted now, but they are better left until the kit is complete and painted. All I did with the rear fuselage/fin assembly was to rescribe the rudder just to

Bell Airacomet

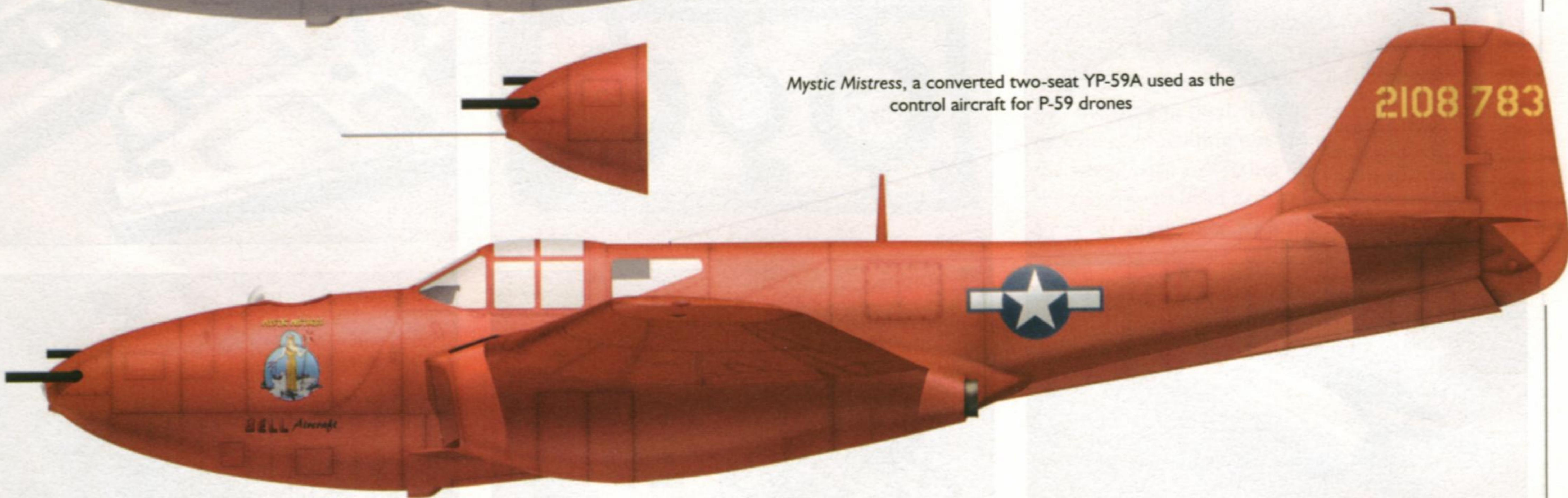
One of the YP-59A aircraft used for accelerated service testing at Lake Muroc.
Note the shortened vertical stabiliser and clipped wing tips



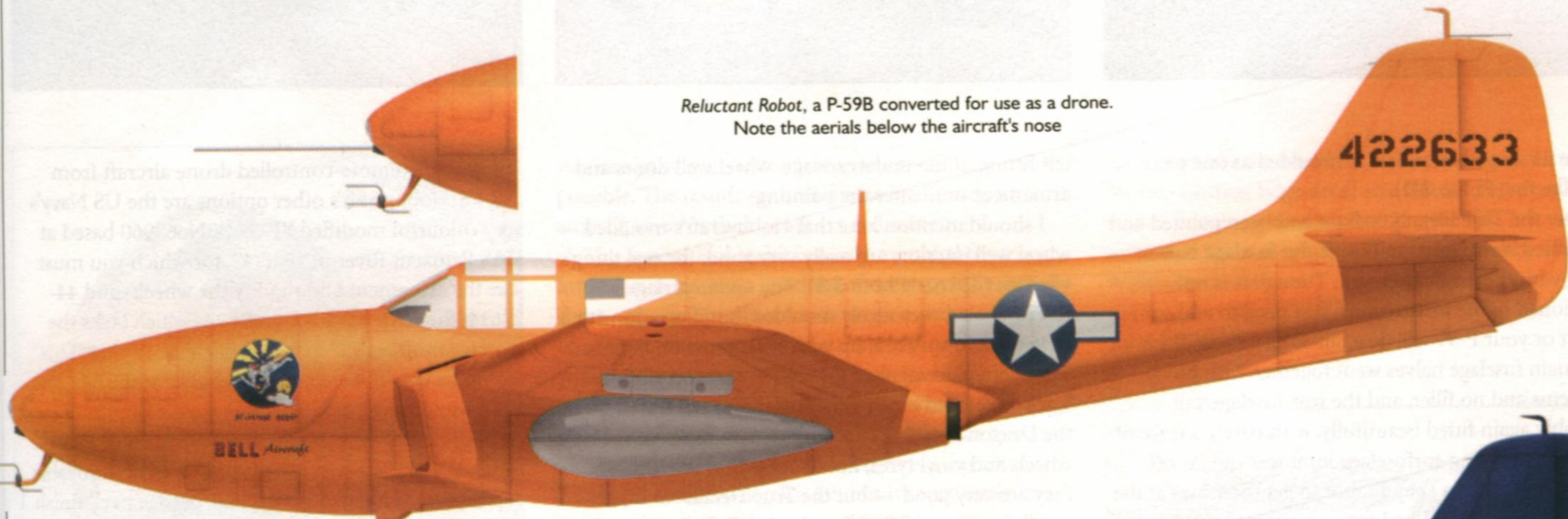
P-59A Smokey Stover. This was the first operational Army Air Force jet to land in Alaska, where it was used in cold weather test flights



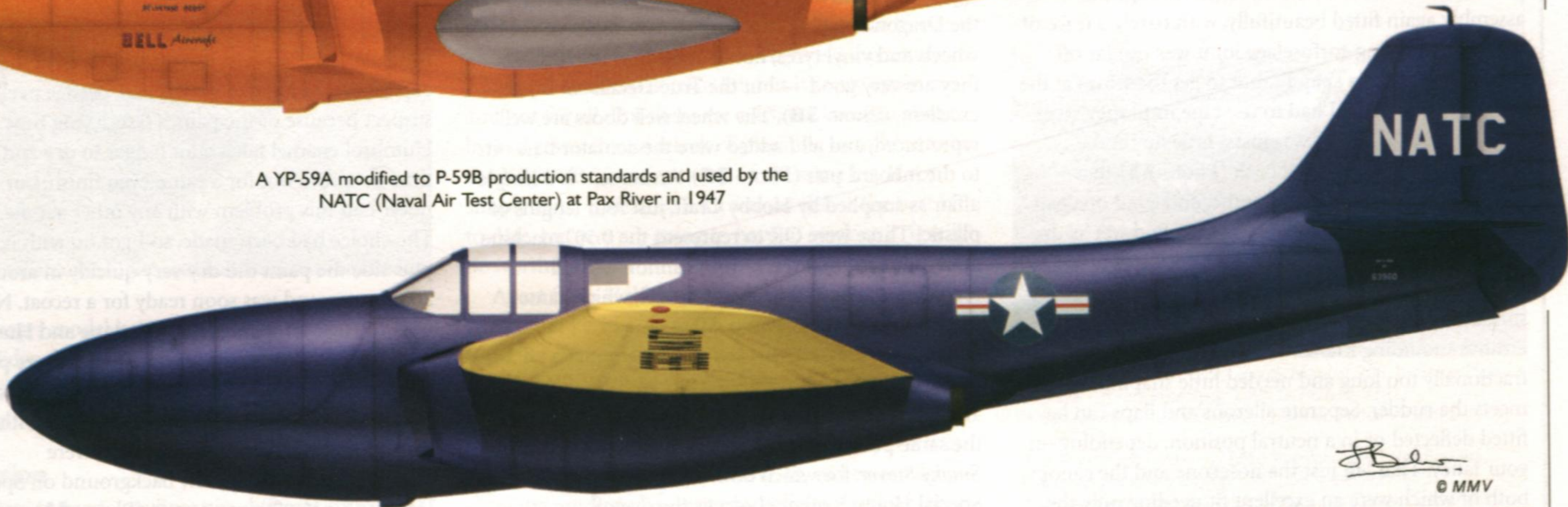
Mystic Mistress, a converted two-seat YP-59A used as the control aircraft for P-59 drones



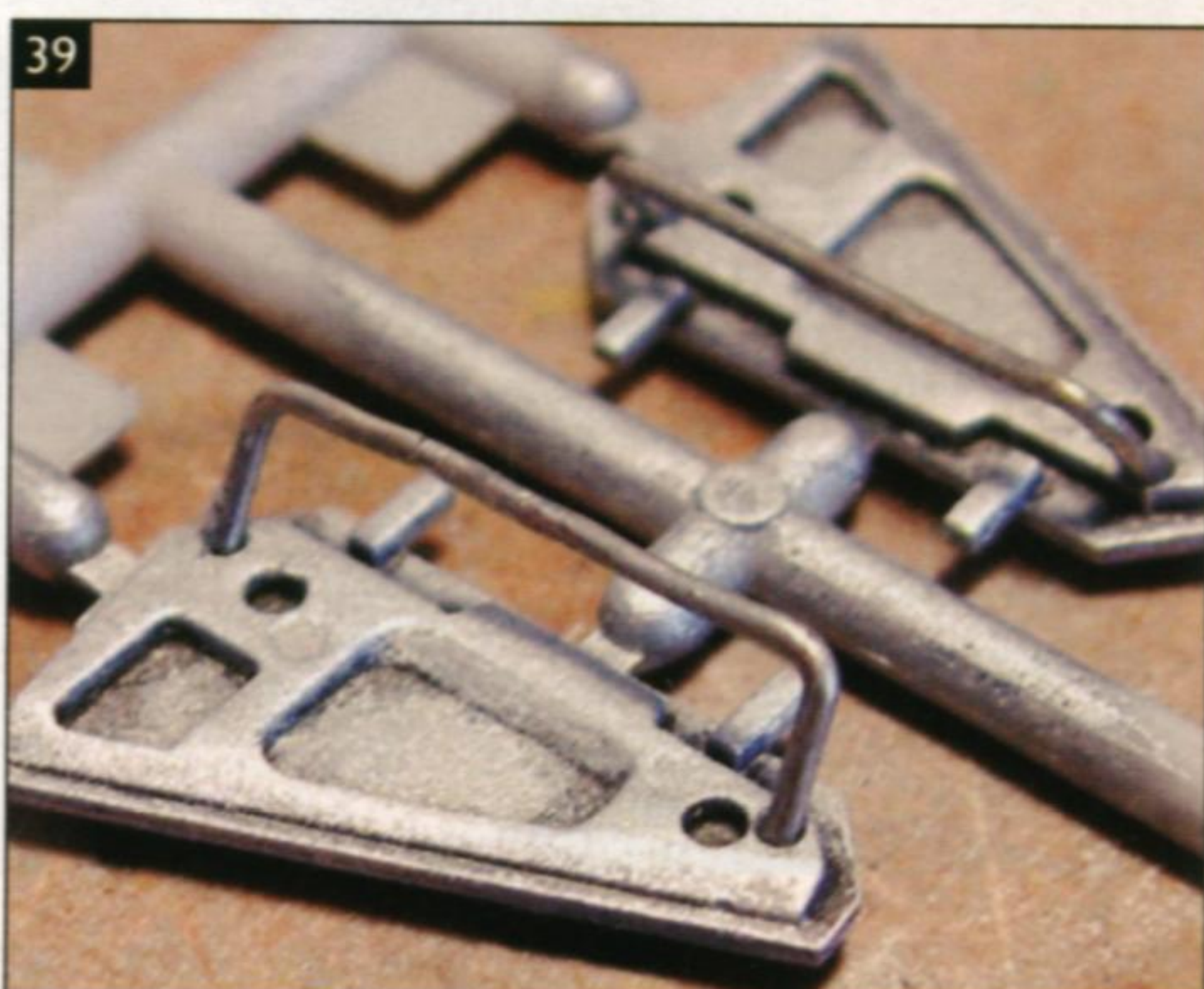
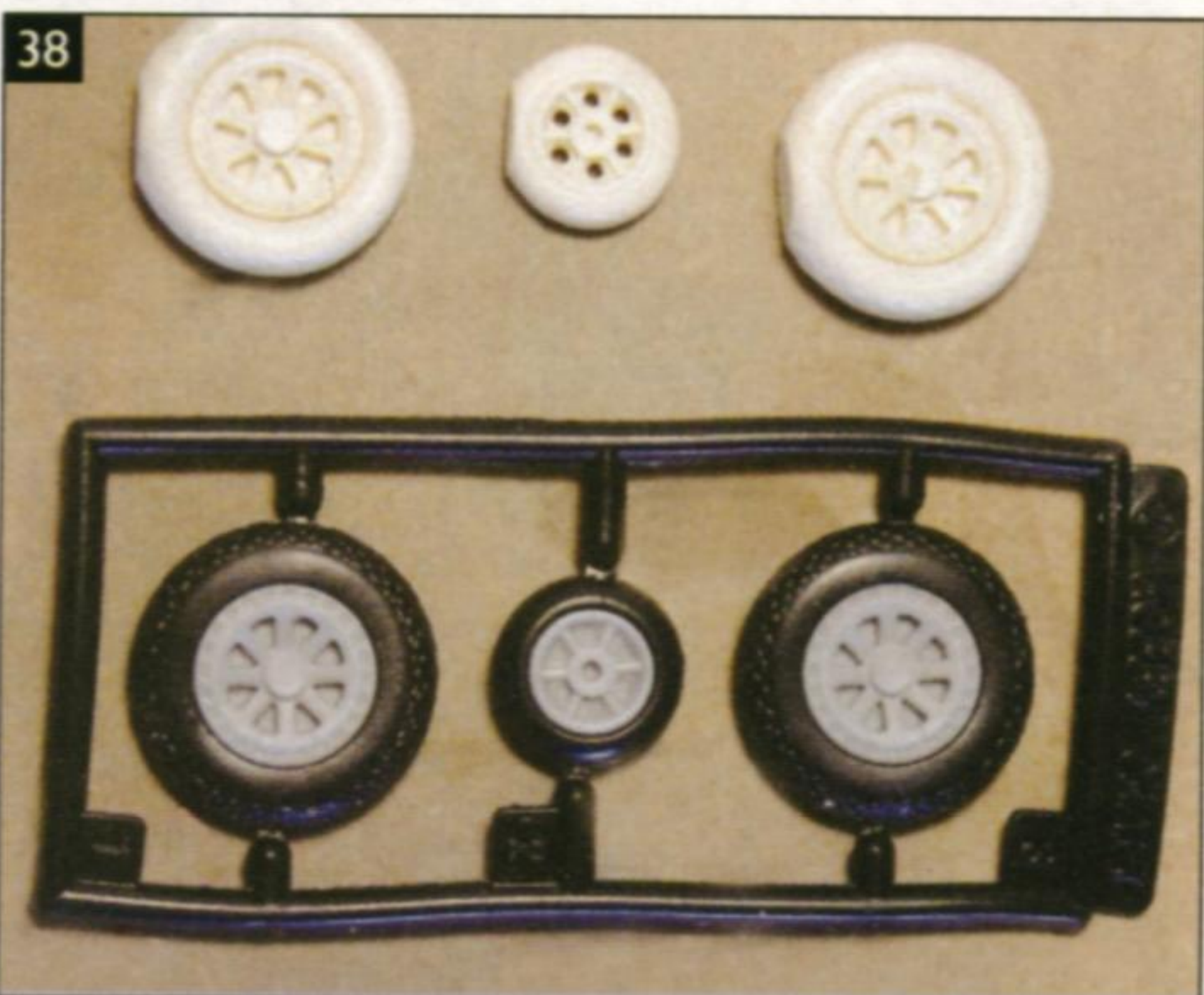
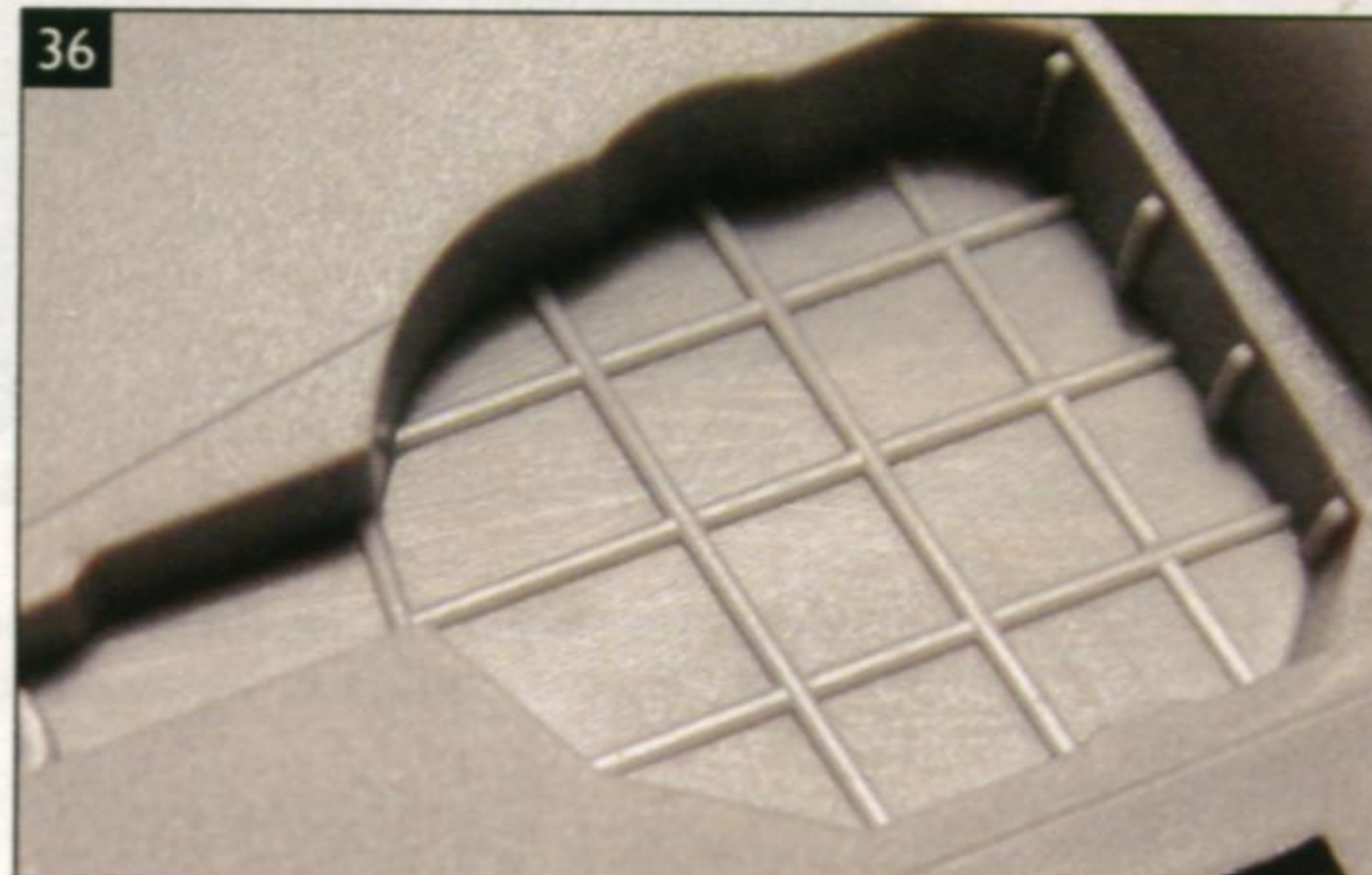
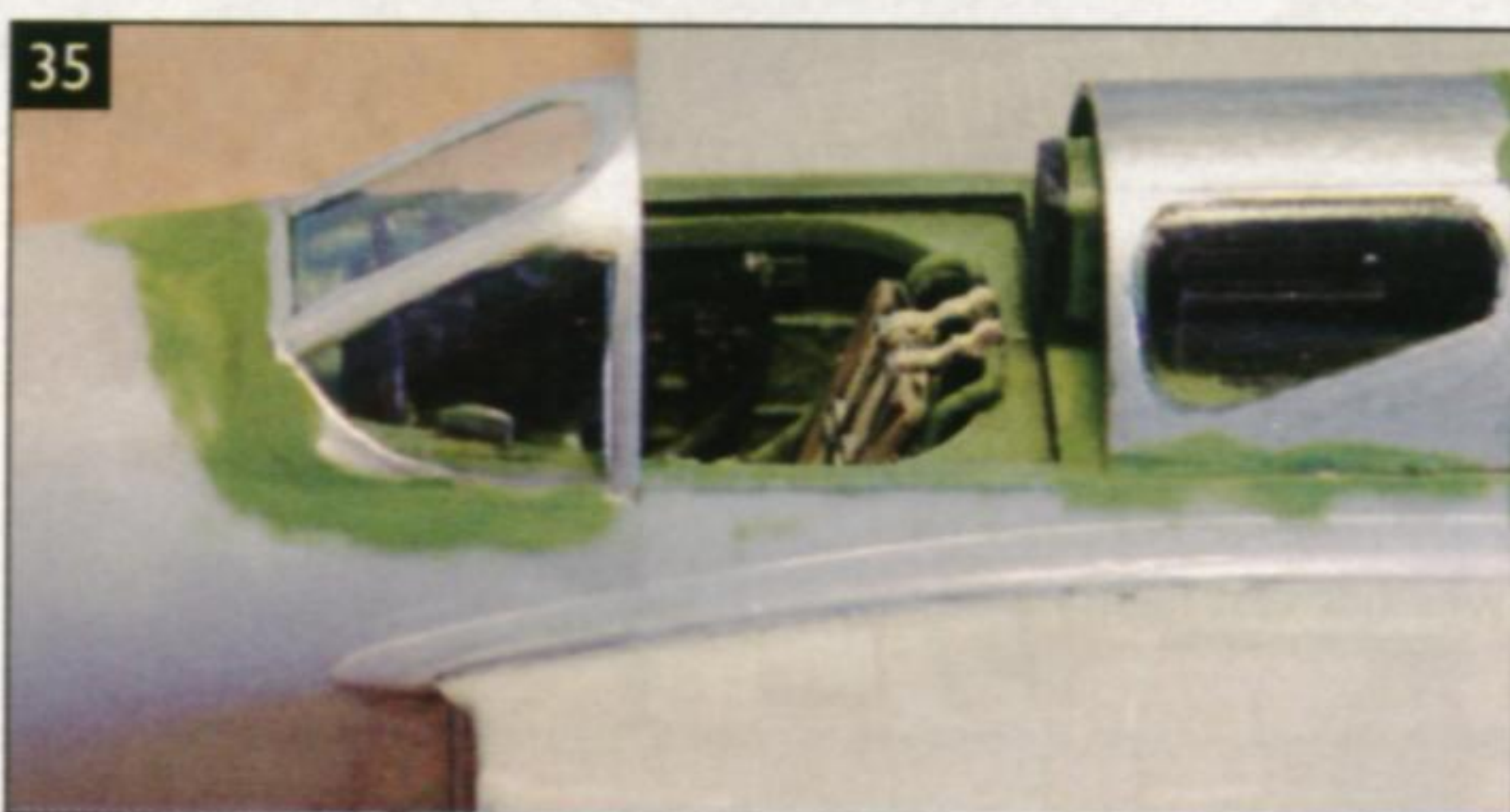
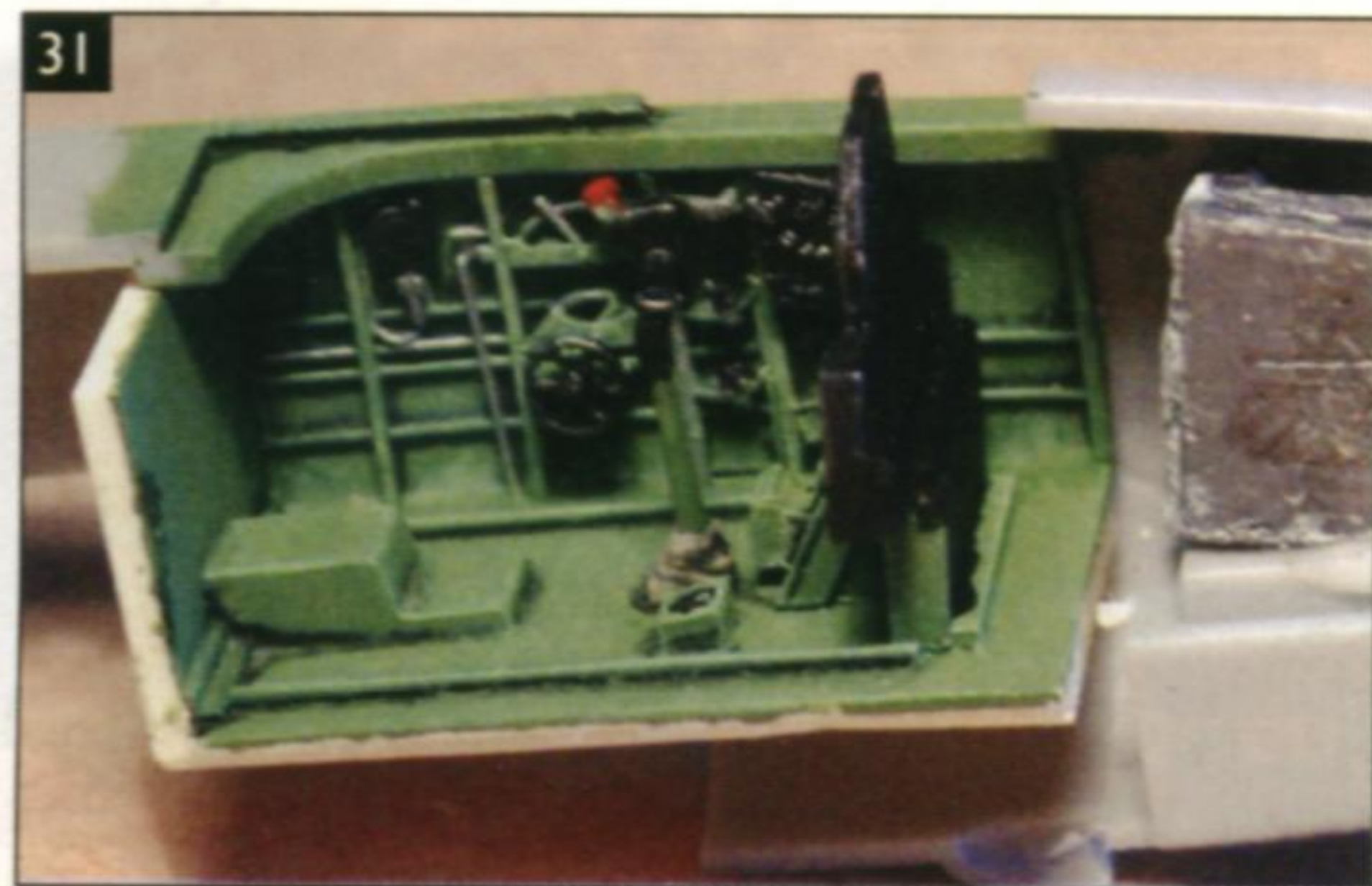
Reluctant Robot, a P-59B converted for use as a drone.
Note the aerials below the aircraft's nose



A YP-59A modified to P-59B production standards and used by the NATC (Naval Air Test Center) at Pax River in 1947



© MMV



define its shape better, as it is moulded as one piece with the fin (Photo 30).

After the True Details cockpit had been painted and assembled it was fitted in one of the fuselage halves, along with the nosewheel well. Though it is not mentioned in the instructions, you need to add some ballast or your P-59 will be a tail-sitter (Photo 31). The main fuselage halves went together with no problems and no filler, and the rear fuselage/tail assembly again fitted beautifully, with barely a trace of the join. The wing-to-fuselage joint was not far off perfect, more like a snap fit, but to get the wings at the right dihedral angle I had to use tape until they were dry (photo 32). There was just a little lip on the underside at the front and back (Photo 33) that needed scraping with a craft knife, and a tad of a gap that was very easily dealt with by filler and wet 'n' dry paper (Photo 34).

The tailplanes are made up of two parts each, fixed surface and elevator, needed a little cleaning up to remove moulding marks. The ventral fin was fractionally too long and needed little shaping where it meets the rudder. Separate ailerons and flaps can be fitted deflected or in a neutral position, depending on your fancy. That left just the nosecone and the canopy, both of which were an excellent fit needing only the slightest of 'adjustment' with wet 'n' dry (Photo 35). I

left fitting of the undercarriage, wheel well doors and armament until after the painting.

I should mention here that Hobbycraft's moulded wheel well interiors are really very good; the real thing's were very sparse (Photo 36). The undercarriage is a real joy, being very nicely moulded, but it can do with a little work to spruce it up with brake lines on the main legs and replacement of the torque-links on all three legs with etched brass, in my case from ReHeat's set for the Dragon Go 229 (Photo 37). I also replaced the kit's wheels and vinyl tyres, not because they are bad — they are very good — but the True Details set is just excellent, (Photo 38). The wheel well doors are well reproduced, and all I added were the actuator bars on to the inboard pair (Photo 39). Armament is a simple affair as supplied by Hobby Craft, just four lengths of plastic! Three were OK to represent the 0.50" machine guns, but I felt that the 37 mm cannon needed replacing with a slightly bigger barrel, which came from my spares box (Photo 40).

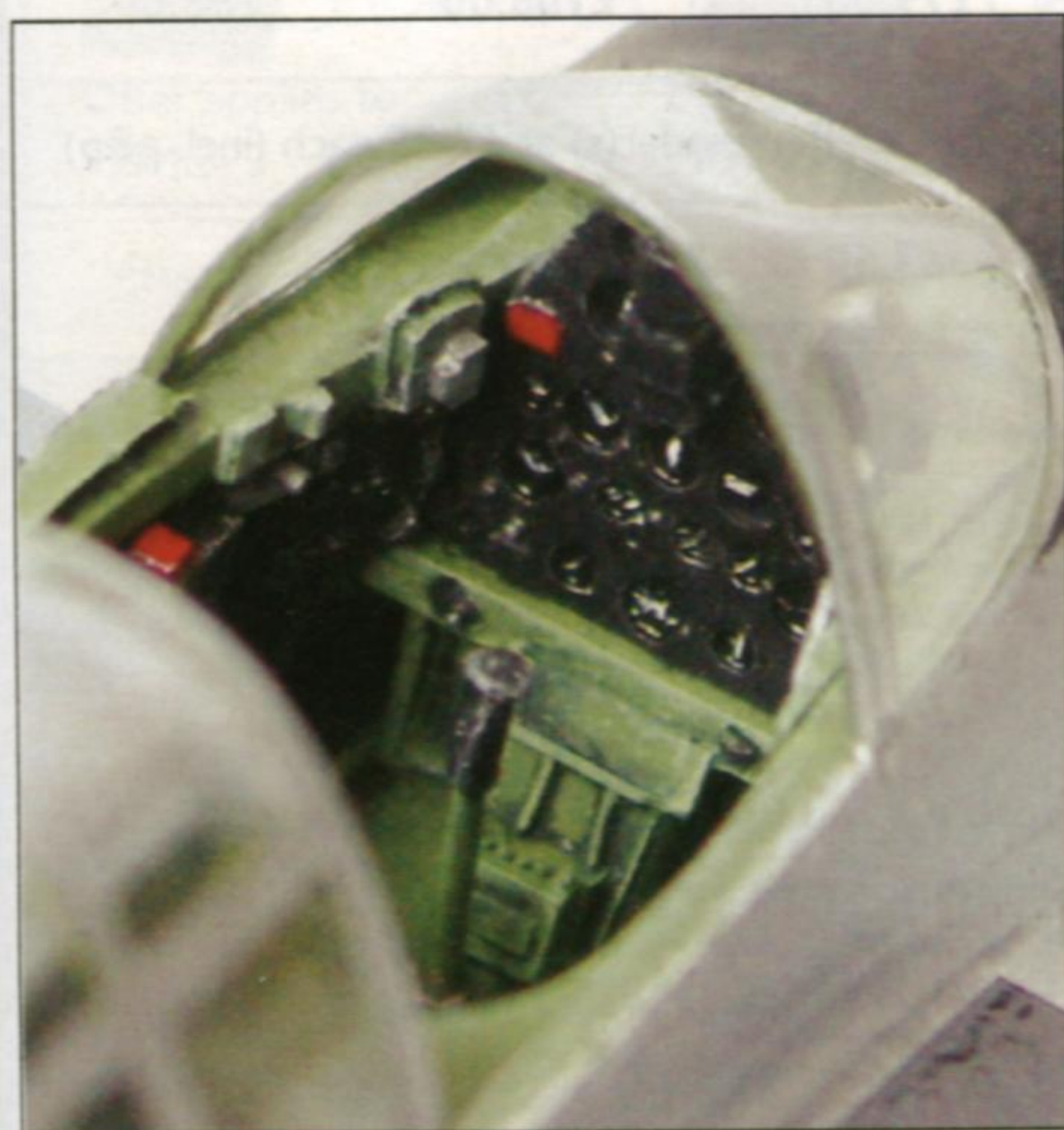
Painting and Decals

To make a direct comparison I finished both kits in the same paint and markings, and chose 44-22610 *Smoky Stover*, for which both kits provide decals. Special Hobby's other choice is the overall International Orange P-59B 44-22633 *Reluctant Robot*,

a prototype remote-controlled drone aircraft from 1944/5. Hobbycraft's other options are the US Navy's very colourful modified YP-59 BuNo63960 based at NAS Patuxent River in 1946/47, for which you must lose the armament and modify the wheels, and 44-22614, the sixth production P-59A, which lacks the fuselage number '88' that this machine carried. This aircraft is now restored and on display at the March Field Museum, at March AFB in California.

Both models were sprayed using Humbrol Pro Modeller acrylic silver. I can't say it was an enjoyable experience, as I ended up with an 'orange peel' finish, I suspect because of the paint's fast drying time. Humbrol enamel takes a lot longer to dry and thus has time to spread out for a more even finish, but I've never had this problem with any other acrylic paint. The choice had been made, so I got on with it. On the plus side the paint did dry very quickly in around 15-20 minutes, and was soon ready for a recoat. Next day, with the help of Tamiya masking tape and Humbrol matt black enamel the anti-glare panels were painted, and the canopies given a coat of Humbrol clear.

Both sets of decals went on and settled without any help whatsoever. The only problems were misalignment of the yellow background on Special Hobby's *Smoky Stover* nose art (Photo 41) and the wrong colouring on Hobbycraft's version (Photo 42).



For the larger model help is at hand in the form two Cutting Edge decals sets (CED 48248 and CED 48254) which offer a choice of 13 different Airacometes, including *Smoky Stover* and '88'.

Conclusion

It's very interesting to see how two different companies have approached the same problem of getting as many

versions of one aircraft out of as few moulds as possible. The results say a lot for each company's attitude towards their products and customers.

The Special Hobby kit is nicely moulded for a limited-run kit, has a good set of decals, a little etched sheet, very well produced instructions and two styles of canopy. The overall fit of the parts is not too bad. If you want an Airacomet in 1/72 scale there is a little competition out there. RareJets's vacform kit is itself now rare, as both it and KaroAs's limited-run injected kit are long out of production. There is a current Anigrand Craftwork resin kit, but it's very expensive and not for all. But there are mistakes brought about by bad research and a lack of planning as to how to get the XP/YP/P-59 variants out of the same kit. If you simply must have a 1/72 Airacomet this is the best kit to date, but you are going to have to work at it. It will be worth the effort.

Apart from Hobbycraft's, I know of only one other Airacomet kit in 1/48 scale, an expensive Collect-Air resin. By changing two sprues you can make just about any Bell XP/YP/P-59 from the Hobbycraft kits. All that's lacking are the early-style canopy and external fuel tanks, which for the want of just seven parts is an unfortunate omission. Moulding, fit and external detailing are first class, but you will want one of those resin cockpit upgrades, which add to the price. Then



Afterthought

After the Hobbycraft model was completed it languished on my display shelf for a long time, as I intended to repaint it, mainly to do justice to the kit. But you know how things are, and time slipped by. Then, spurred on by an email from the Managing Editor, a weekend of hard work ensued. First, the undercarriage was removed, along with the cockpit canopy, then the model was rubbed down back to the plastic with 600 grade wet-and-dry paper. The panel lines were rescribed and opened out, and the airframe polished with tissue paper ready for repainting with an airbrush and Humbrol silver 11. Panel lines were highlighted with matt black. The main undercarriage never looked right to me, so now was the time to fix it. This involved the simple expedient of drilling out the mounting points in the wheel bays and fixing the legs to full depth so the model would sit as it should. The decals came from my spares box, with the serial number from the Cutting Edge set.



you could add the wheel set (P-59 only), and there are the two Cutting Edge decal sets. For kit and a cockpit set you'll looking at around £32 in the UK. Is it worth more that twice as much as the Special Hobby kit? Without a doubt, yes.

Tim Large



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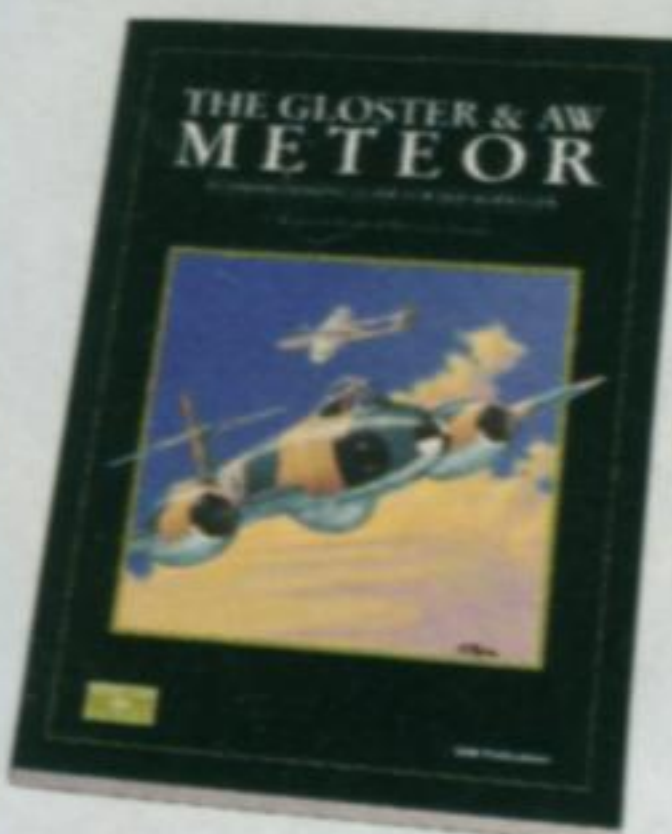
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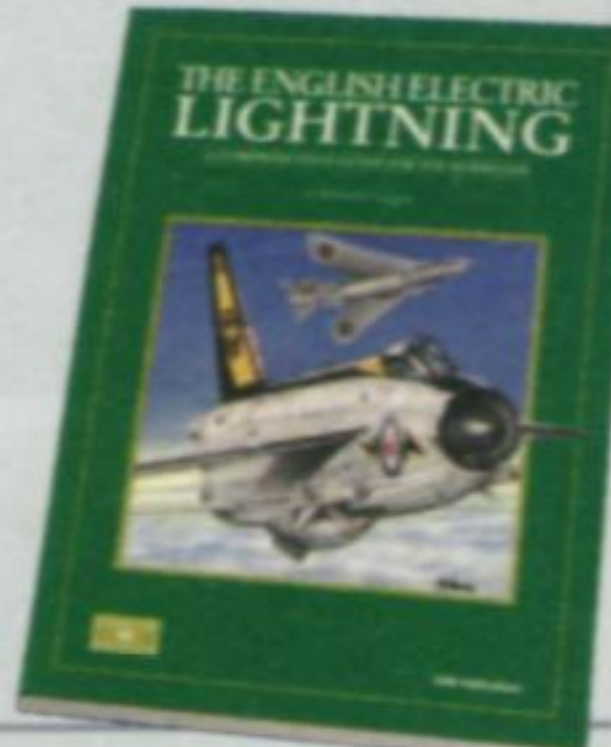
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Scourge of the Atlantic

David Batt gets to grips with Trumpeter's eagerly awaited 1/48 scale Focke-Wulf Fw 200 Condor

Despite its high model number, the Fw 200 was conceived well before WW2, following discussions in early 1936 between Focke-Wulf's Technical Director Kurt Tank and the German state airline Deutsche Lufthansa. Tank selected a nice round number that was ideally suited to publicity purposes. Unlike contemporaries such as the Do 17 or He 111, the huge but elegant Focke-Wulf aircraft had not then been considered for any military function. It was intended purely as a long-distance commercial transport, in which guise the first Fw 200A versions made some remarkable publicity flights such as Berlin-New York non-stop. In November 1938 one aircraft flew from Berlin to Tokyo in less than 48 hours with only three enroute refuelling stops.

The initial production Fw 200B was strengthened and fitted with more powerful engines for continued commercial use, including deliveries to DDL Danish Airlines in Denmark and Syndicato Condor in Brazil. One, named *Immelmann III*, became Adolf Hitler's personal aircraft, replacing a Ju 52/3m.

One machine ordered by - but never delivered to - the Imperial Japanese Navy was kept very much under wraps as it was to be fitted-out for long-range maritime reconnaissance. This aircraft became the Fw 200 V10 (V for *Versuch*: experimental) which featured a single upper turret above the wing's centre-section and a small gondola offset to starboard below the leading-edge, in total accommodating three MG 15 rifle-calibre machine guns. Much of the fuselage was taken up by fuel tanks and two vertical cameras were positioned in the centre fuselage floor.

However, when hostilities began in 1939 the Condor's great range brought it to the attention of the OKL, the Luftwaffe's main authority. They had been depending upon Heinkel's futuristic He 177 for the important roles of long-range maritime reconnaissance, heavy bombing and anti-shipping strikes, but entire books have been written on this aircraft and its chequered history. Almost in a mood of

desperation the German Air Ministry (RLM) looked to the Condor to fill this important gap and so was born what Churchill is said to have called 'The Scourge of the Atlantic', for when operating in concert with the U-boat force the Condor had the ability to bring Britain to its knees.

The Fw 200C was developed from the 'B' to cope with higher take-off weights. It used the same engines enclosed within longer-chord cowlings with variable cooling gills and fitted with three-bladed variable pitch props. The



Focke-Wulf Fw 200C-4 Condor

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Kit No: 02814

Price: £49.95

Panel Lines: Engraved

Status: New Tooling

Type: Injection Moulded

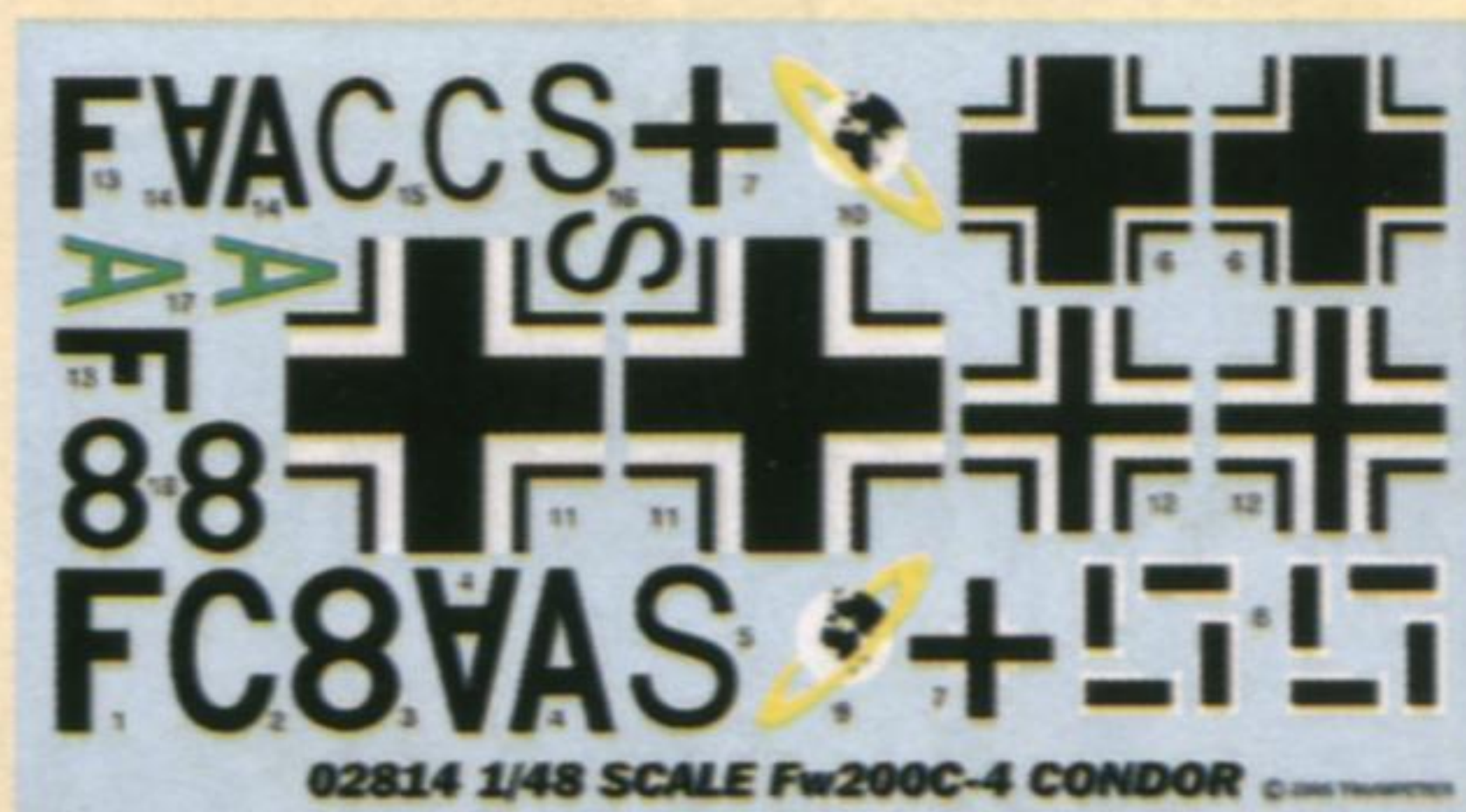
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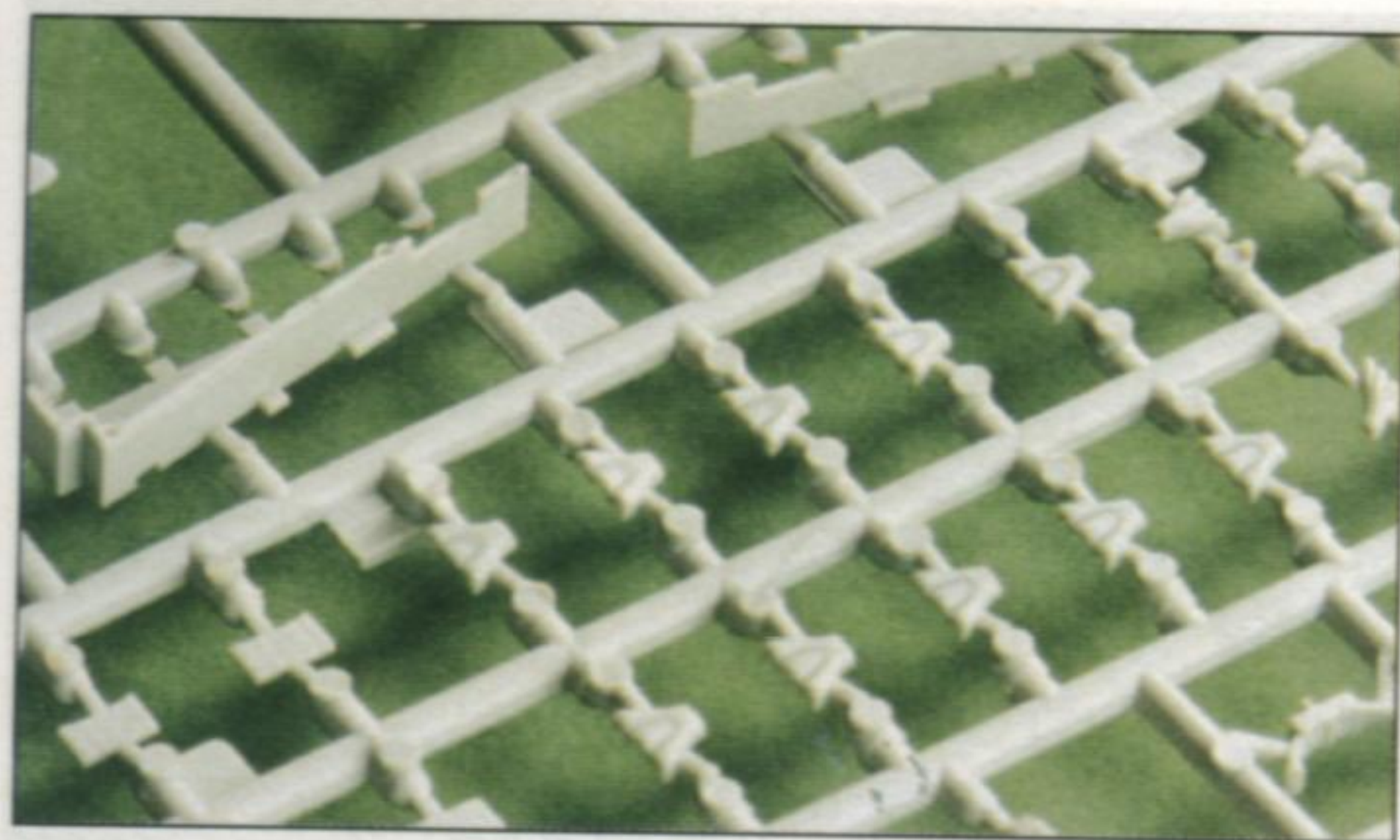
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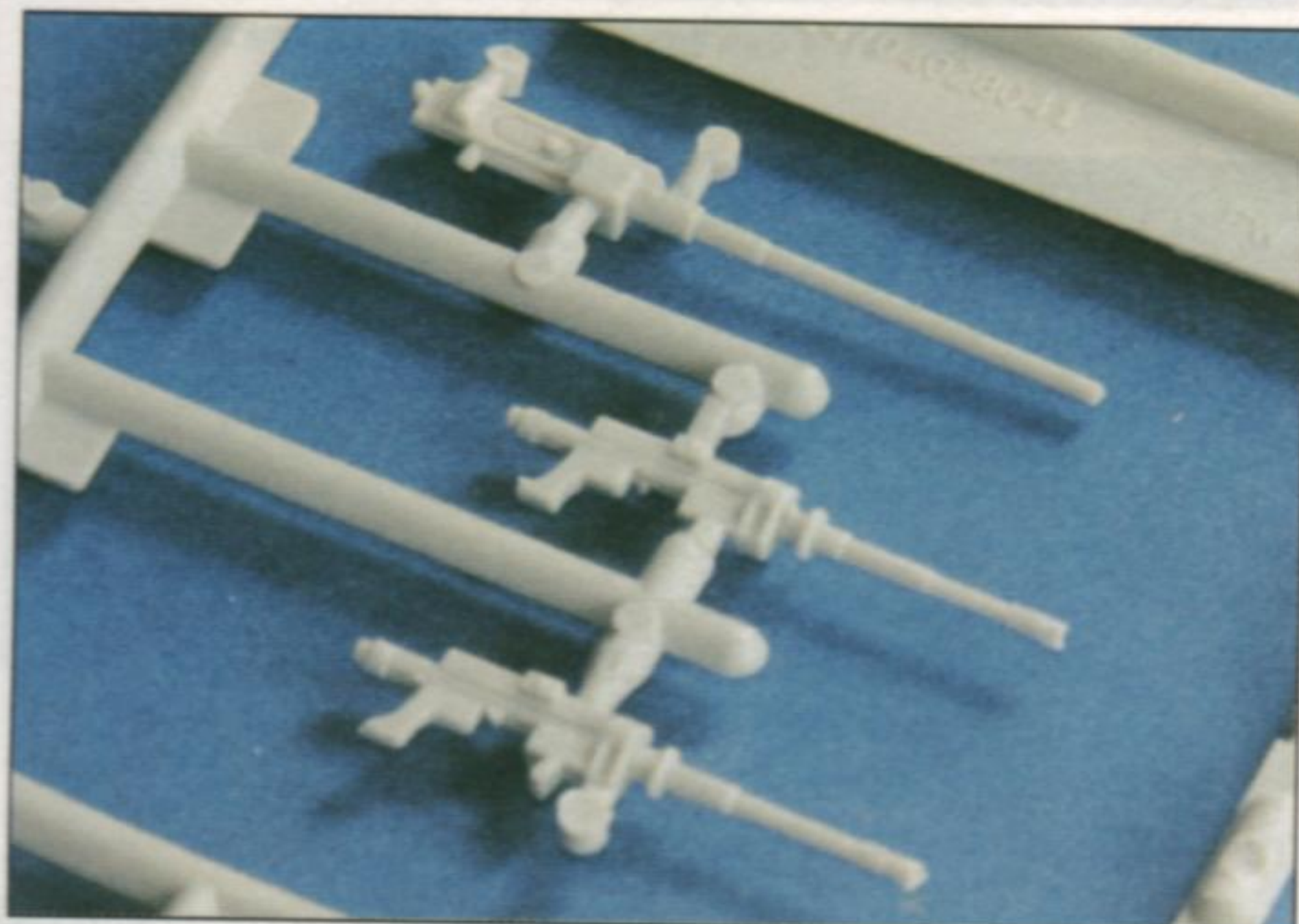
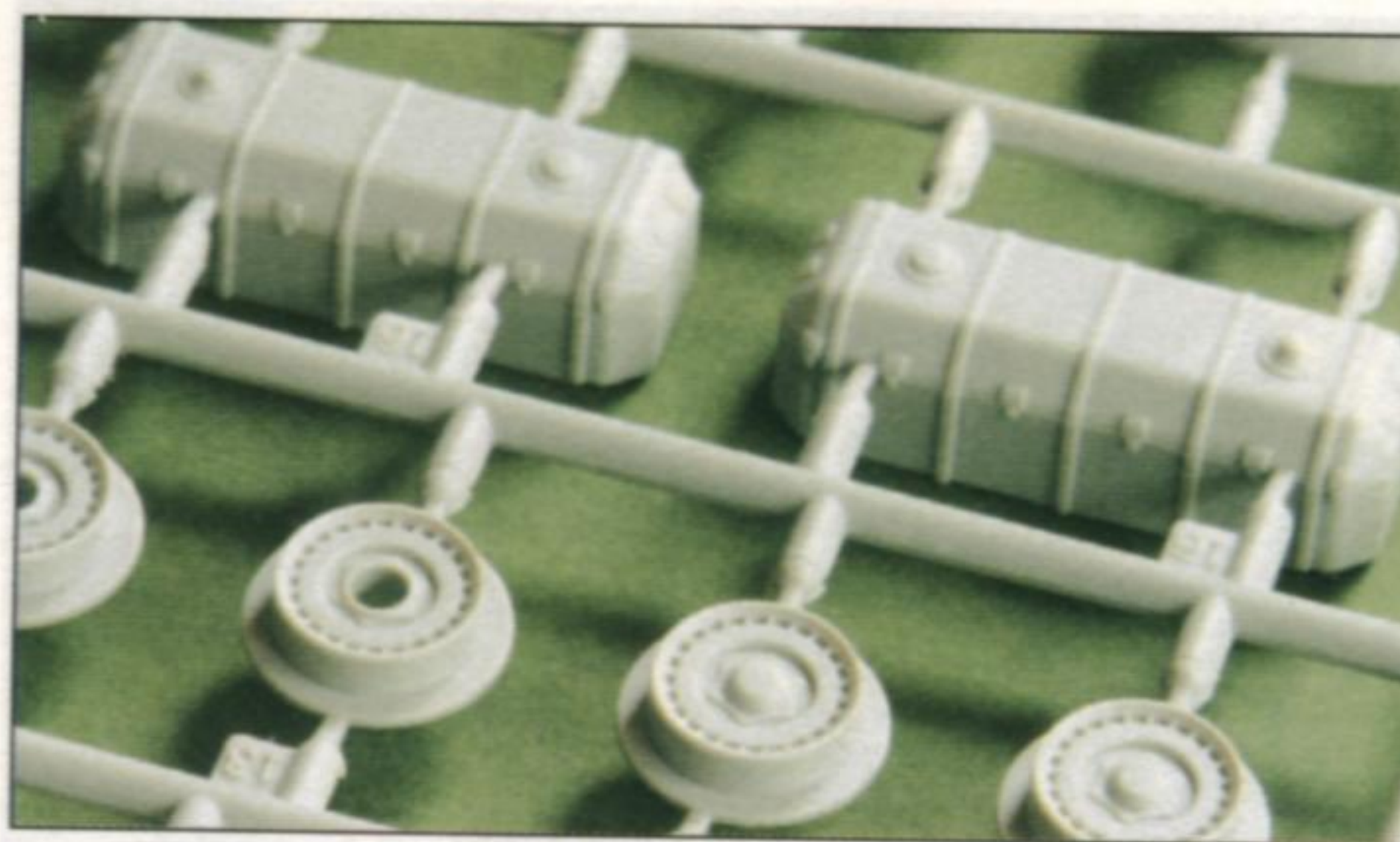


This is a big kit with a lot in the box, seven large sprues and over 300 parts

undercarriage was fitted with twin-wheel units, for the Luftwaffe still operated mainly from grass airfields, and the gondola introduced on the Japanese V10 was extended aft of the trailing-edge to create a substantial bomb bay that could take twelve 50kg bombs, while additional bomb carriers were installed in the rear of the outer nacelles and beneath the wings outboard of the engines. Two gun positions were created above the fuselage, a simple gun ring at the extreme rear of the passenger compartment with a sliding cupola similar to that of the He 111 and, ultimately, a power-operated position just aft of the flight deck. However, although the aircraft's ability to operate from grass airfields had been improved, the overall strength of the airframe had not, and the type was notorious for its



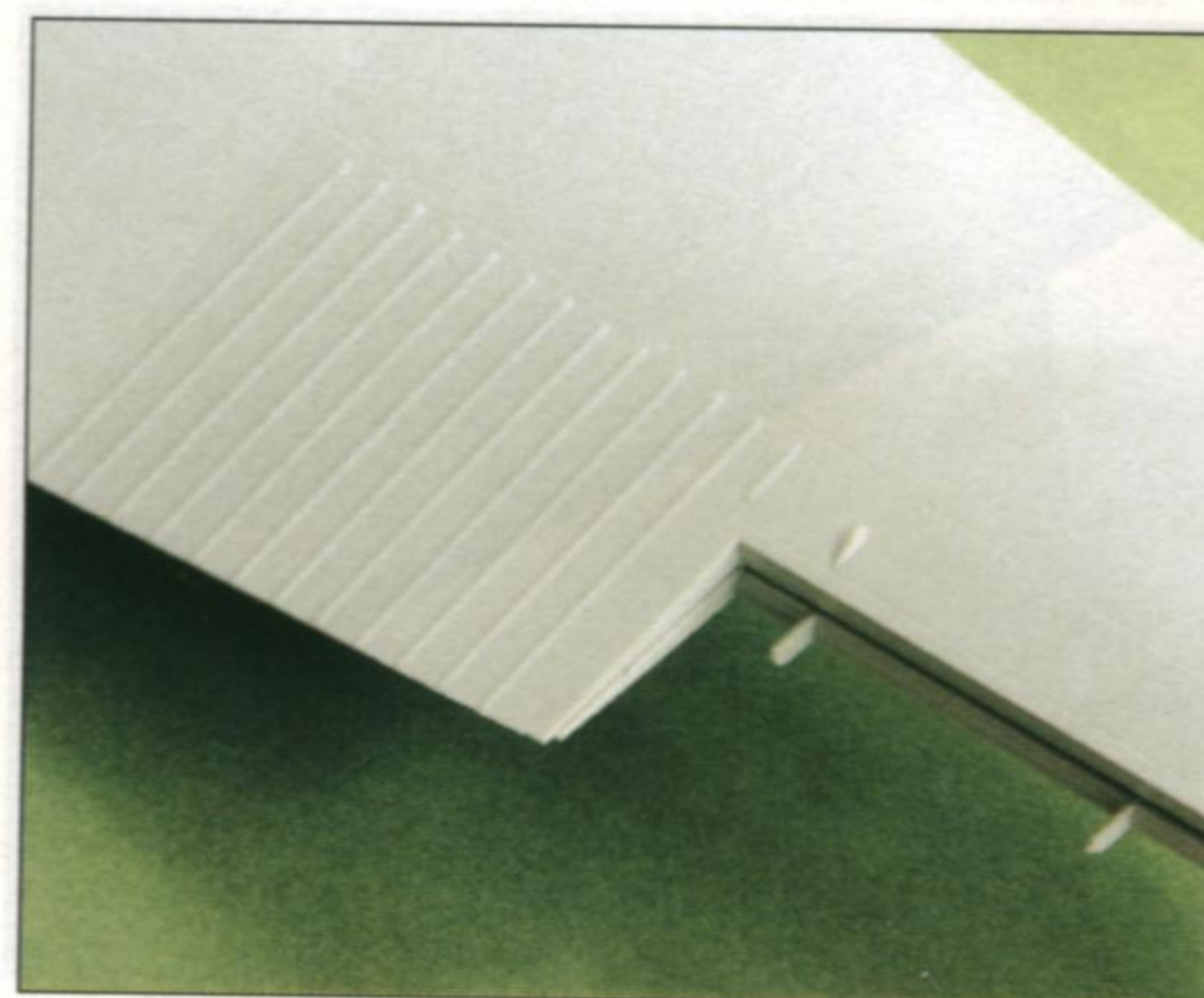
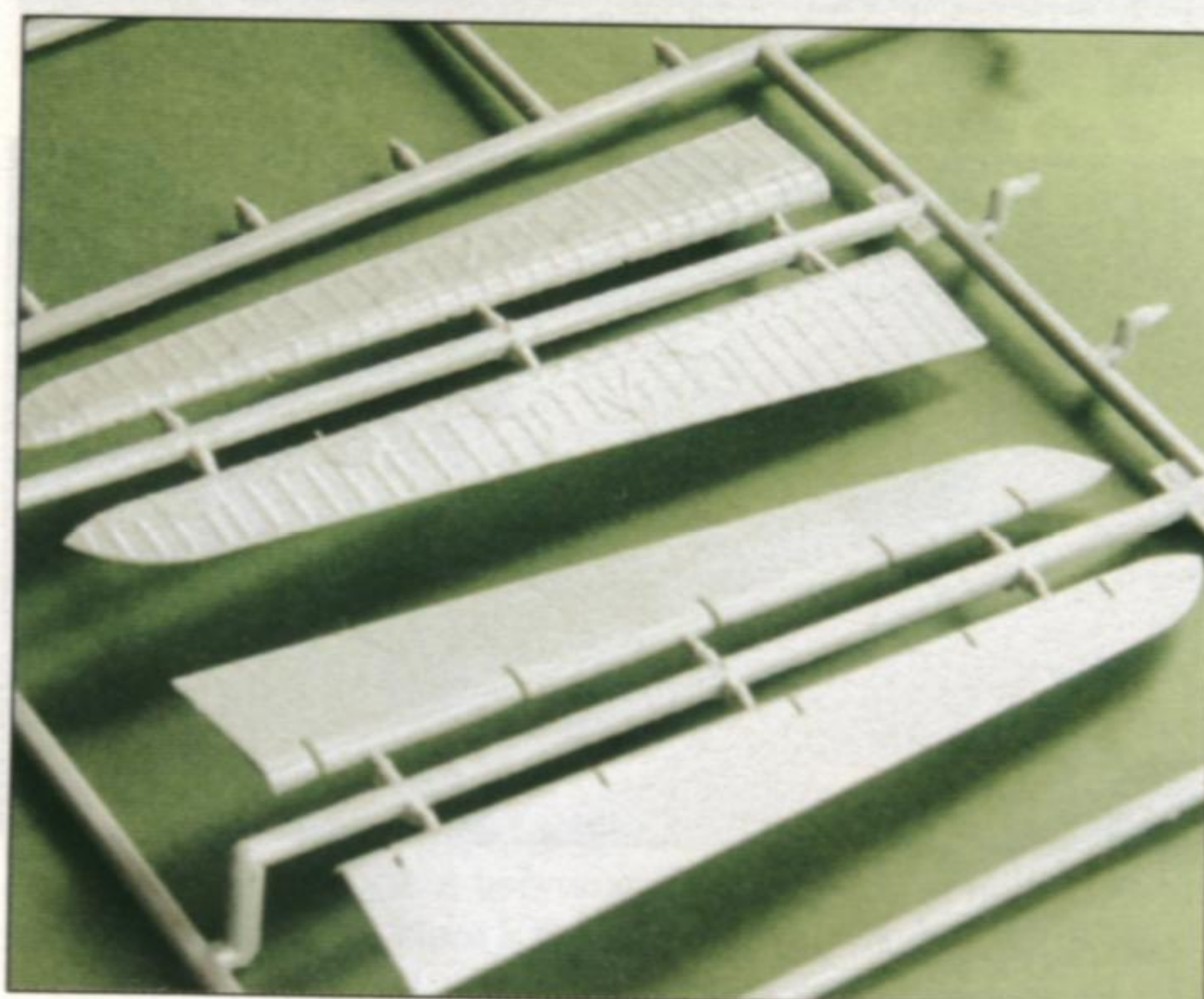
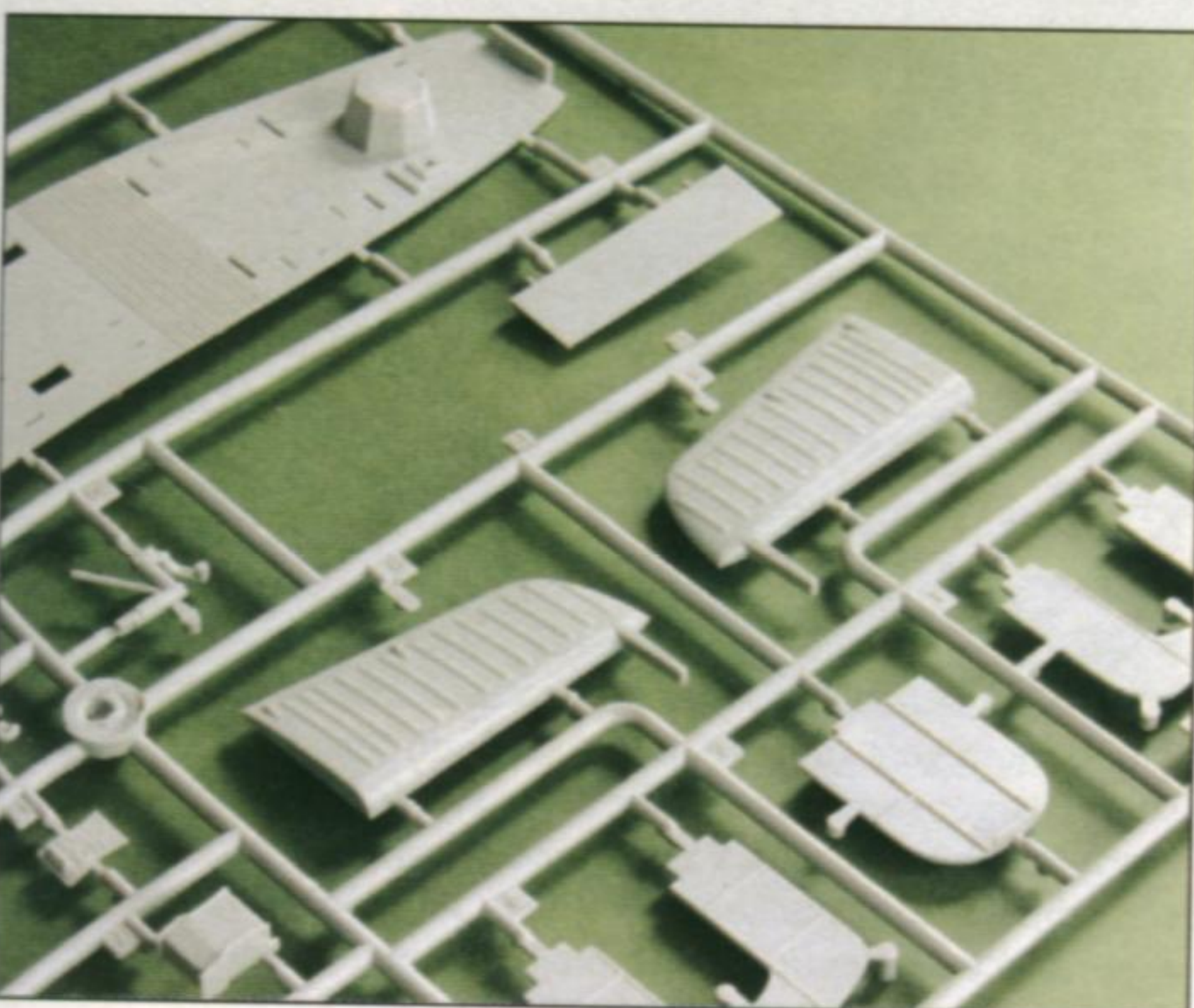
Fine detail on the best parts is terrific. Although built from just two parts the engines are very crisp, the separate wheel hubs are works of art, slide moulds are used to put holes in the end of the gun barrels and there are no less than 28 exhaust outlets, each with open ends. However, if this is the sublime...



The use of sliding moulds makes sure the top and bottom of the fuselage have the same sort of surface detail as the sides, but does leave a slight mould line in unusual areas



I've been burned in the past by apparently great kits from new manufacturers, so I took the precaution of taping together the major parts to get some advance warning of any problem areas. Although some parts were slightly warped the overall fit was excellent



...the fabric areas are ridiculous. No coat of paint will soften this sort of excess. I hope that Trumpeter get this aspect of their mould making sorted out before they release their promised Wellington bomber!

tendency to fold up under comparatively innocuous combat situations, even breaking its rear spar and back in less-than-perfect landings when the pilots were exhausted after long patrols at low altitude.

By the end of 1940 only 26 C-1 Condors had left the production lines, which was barely enough to cope with attrition rates, and this situation continued. Throughout the entire war the Luftwaffe rarely had more than eight, and usually closer to six, Condors operational at any one time, figures that are at odds with the fearsome reputation they gained amongst the Allies.

At first the aircraft was used as a heavy bomber, with mixed success. During the invasion of Norway a detachment of German troops and the destroyers that had delivered them were isolated at Narvik by destroyers of the Royal Navy. On 11 April 1940 three Condors attacked the British ships with bombs and dropped mail to German troops - this at a distance of 3,000 miles from their home base! The effect of such a coup on the morale of both sides can be imagined. However, on other raids Condors were used to mine the approaches to British harbours and were suffering 20% casualties on each raid. In the face of this the Condor was pulled off normal bombing raids and moved to Bordeaux-Mérignac in the far west of France, where it became a dedicated maritime raider. In this role it was described as a 'flying auxiliary cruiser', which implied that the operators fully understood the type's flimsy construction and operational limitations.

During the early months of the war Condors enjoyed immunity and could strike at will. It was still possible to find merchant ships sailing alone with enthusiastic but half-trained civilian crews manning an ancient 12-pounder or some decidedly Heath-Robinson devices like steam-powered hand grenade mortars, and there would be no air cover at all. Such ships could be picked off at will.

However, hard lessons are quickly learned and air cover was introduced in the form of Catapult Armed Merchantman (CAM) ships and later Merchant Aircraft Carriers (MAC) ships. The CAM operation was a near suicidal one-shot weapon, a war-weary Hurricane mounted on a rocket-powered catapult on the bows of the ship. When a Condor came within range the pilot would be blasted off to intercept and shoot down the raider, though not always with success, and then would start to wonder about where to land. More often than not he would be well out of range of land and would have either to ditch (not a brilliant option in a Hurricane with its huge ventral radiator) or bail out, in either case in hope that rescue came within the two or three minutes that a freezing sea would allow him to remain conscious. A MAC ship was a merchant vessel with a flat top but no hangar deck, for below decks it would still have a cargo hold. Aircraft would take-off normally and would at least have a chance of returning if all the other aircraft still on deck could be moved up to the sharp end in time. This sort of defence led to an escalation in the Condor's defences at the expense of its offensive weapons.

By the late summer of 1941 Condor crews had been ordered not to engage in any attacks unless they were sure their target was defenceless, and to avoid any combat where possible. They were even under orders to return to base if they had suffered even the slightest damage. This highlights the value of every Condor to the Luftwaffe and introduced its new role of convoy shadowing.

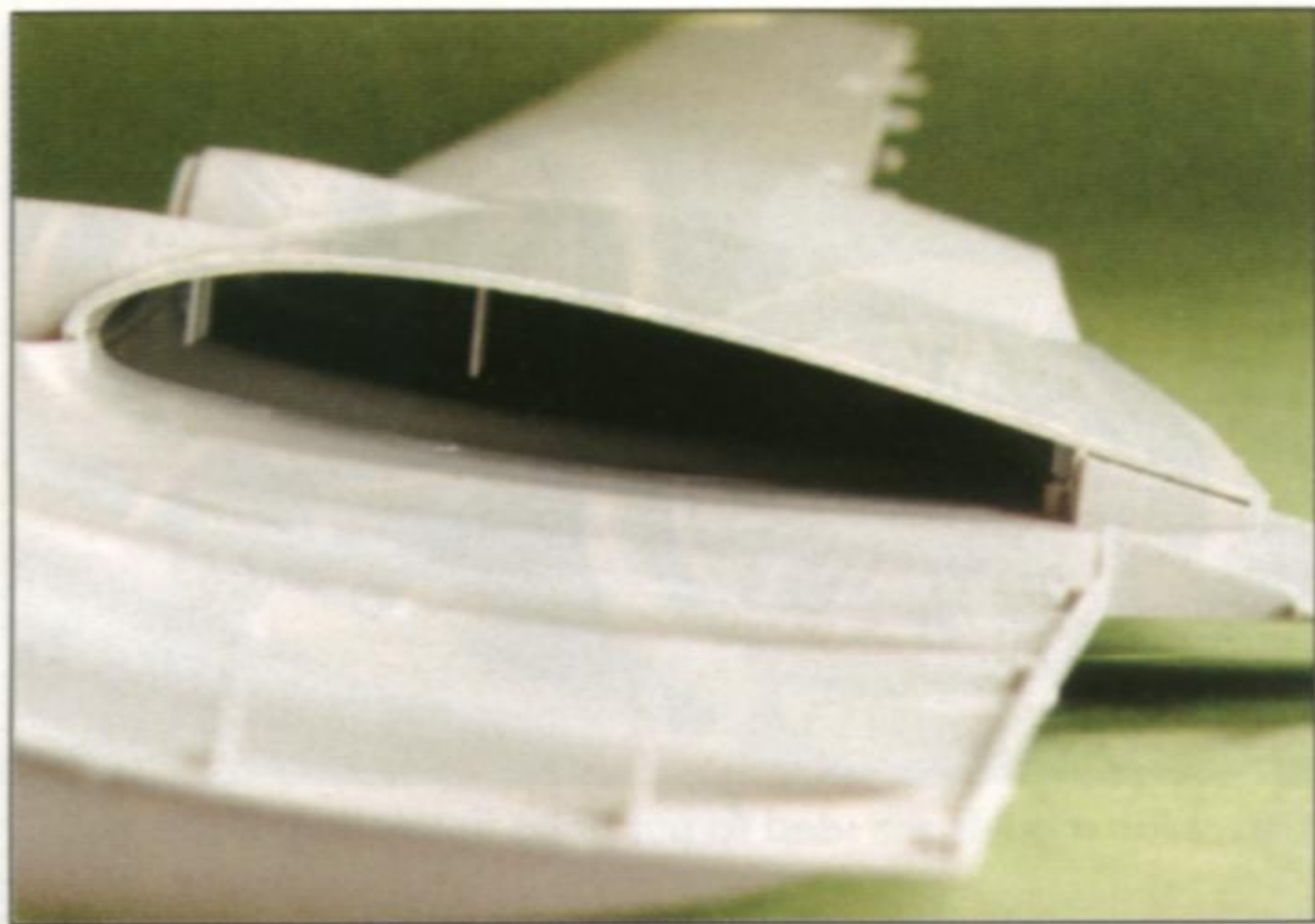
Here the aircraft would still carry out a reconnaissance, but when a convoy was sighted it would stay out of range of any guns while checking out the air defences. If a carrier was seen the Condor would flee and transmit a position and course report, probably forcing a course change on the convoy, but if no air defences were present the aircraft would circle the convoy until low fuel forced a return. During all this time it would be broadcasting to draw-in any U-boats within range and the convoy would be unable to avoid this clarion call. Under such circumstances a sense of humour could still be found: on one occasion, so it is said, the convoy's commodore complained to the aircraft (via a Morse lamp) that 'Charlie's' relentless circling was making him dizzy. The Condor promptly did a 180° turn!

Condors would still carry a couple of bombs to attack a target of opportunity such as a single ship sailing unescorted, and frequently acted as transports (such as during the siege of Stalingrad in the winter of 1942-43) but the Fw 200 is still best known as a stalker of convoys. If fuel tanks replaced the bombs in the ventral gondola and it was fuelled up to an overload condition a Condor could stay on patrol for 18 hours, covering vast areas of the Atlantic, and when radar was installed there was little that it would miss. Hardly surprising then that this hasty adaptation of a true commercial aircraft was so valued by its operators, while those ranged against it (from Churchill down) regarded it with such awe.

I like the Condor as a modelling subject. It has beautiful lines and in my view could stand alongside airliners like the DC-6 and 'Connie', and its historical significance only adds



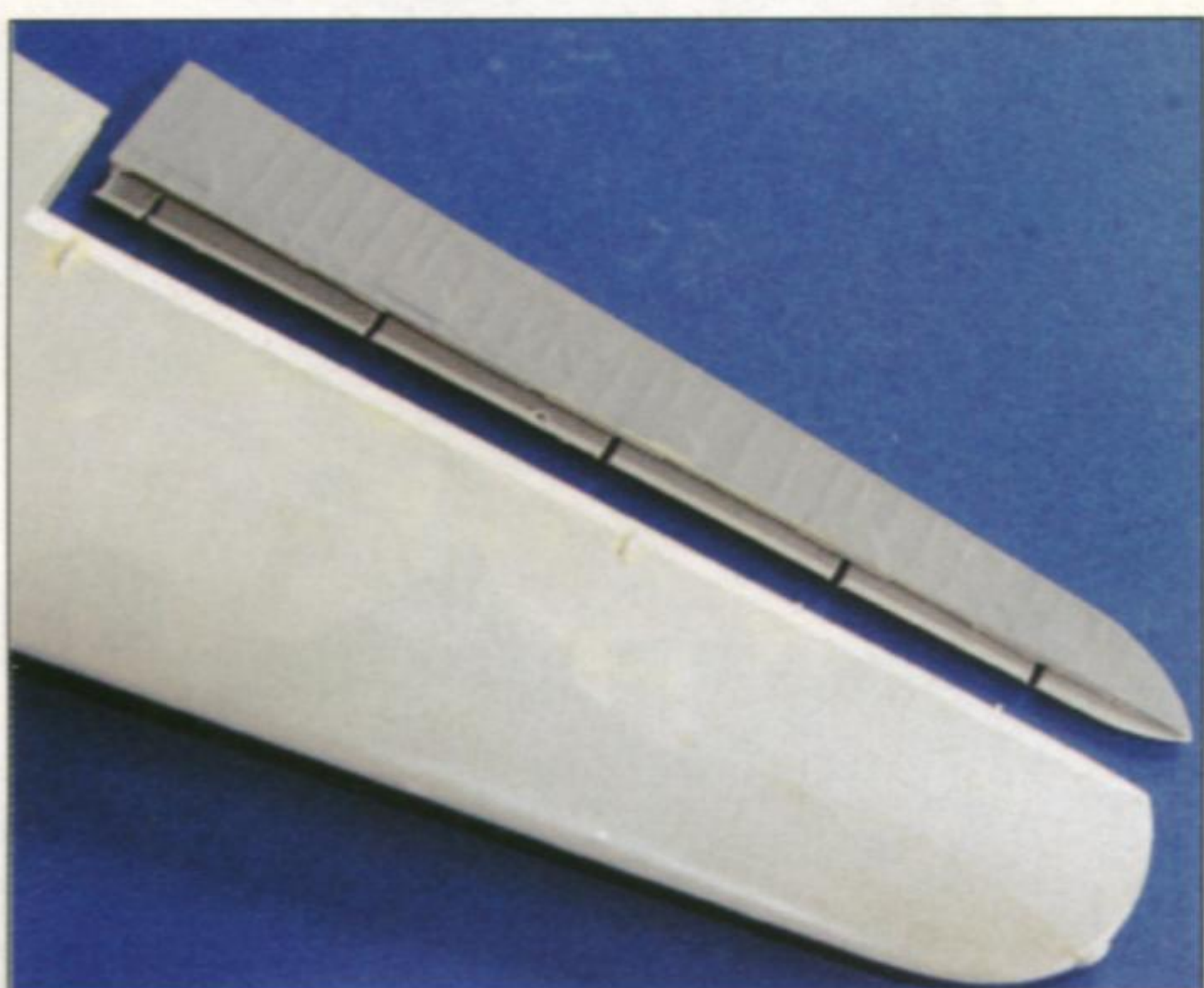
As moulded, the plastic is so thin and flexible the kit's wing can't even support its own weight



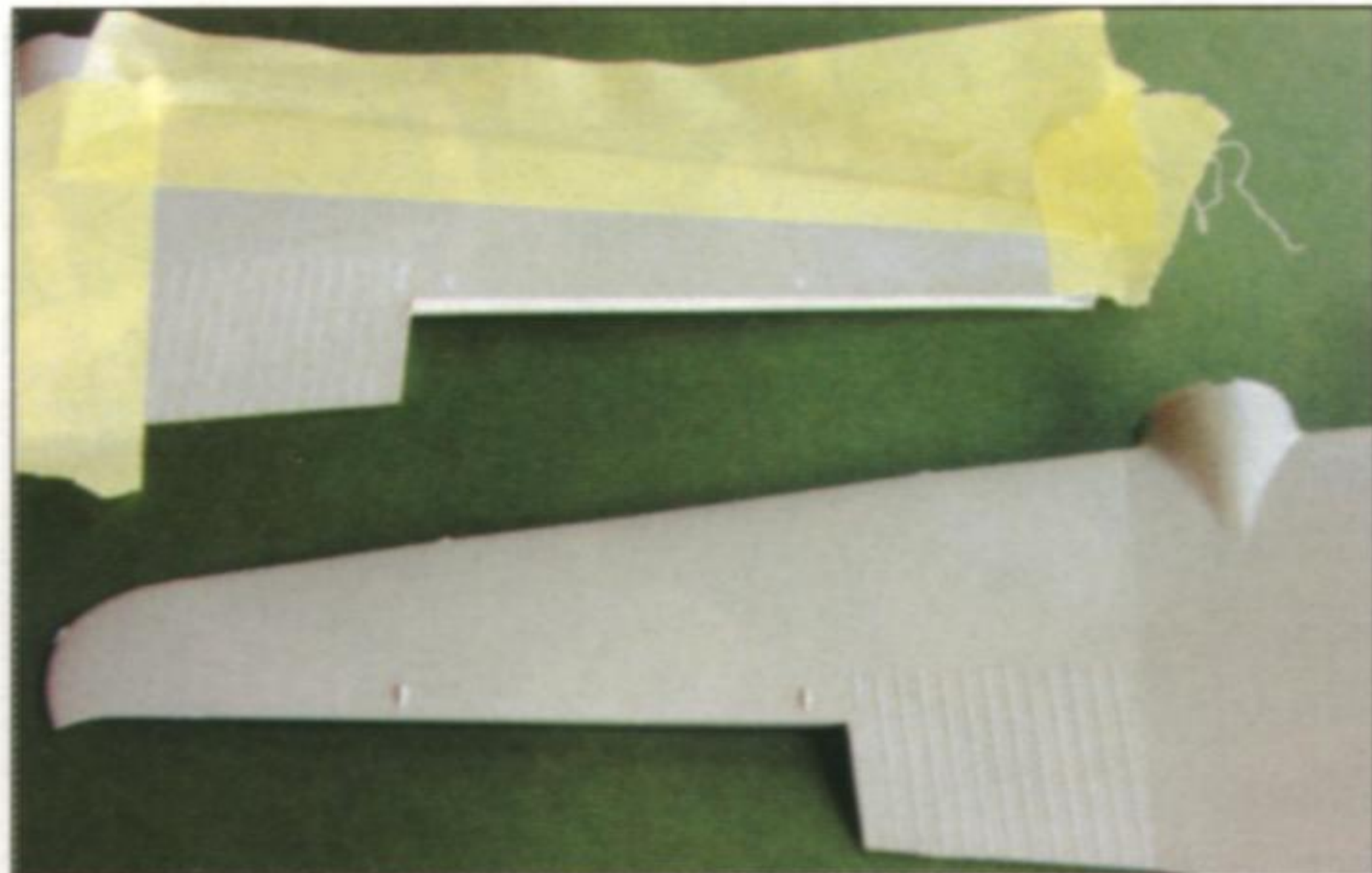
Taking a look inside the wing, there's plenty of room for some sort of a spar to be fitted. The big problem will be exactly when and where to fit it



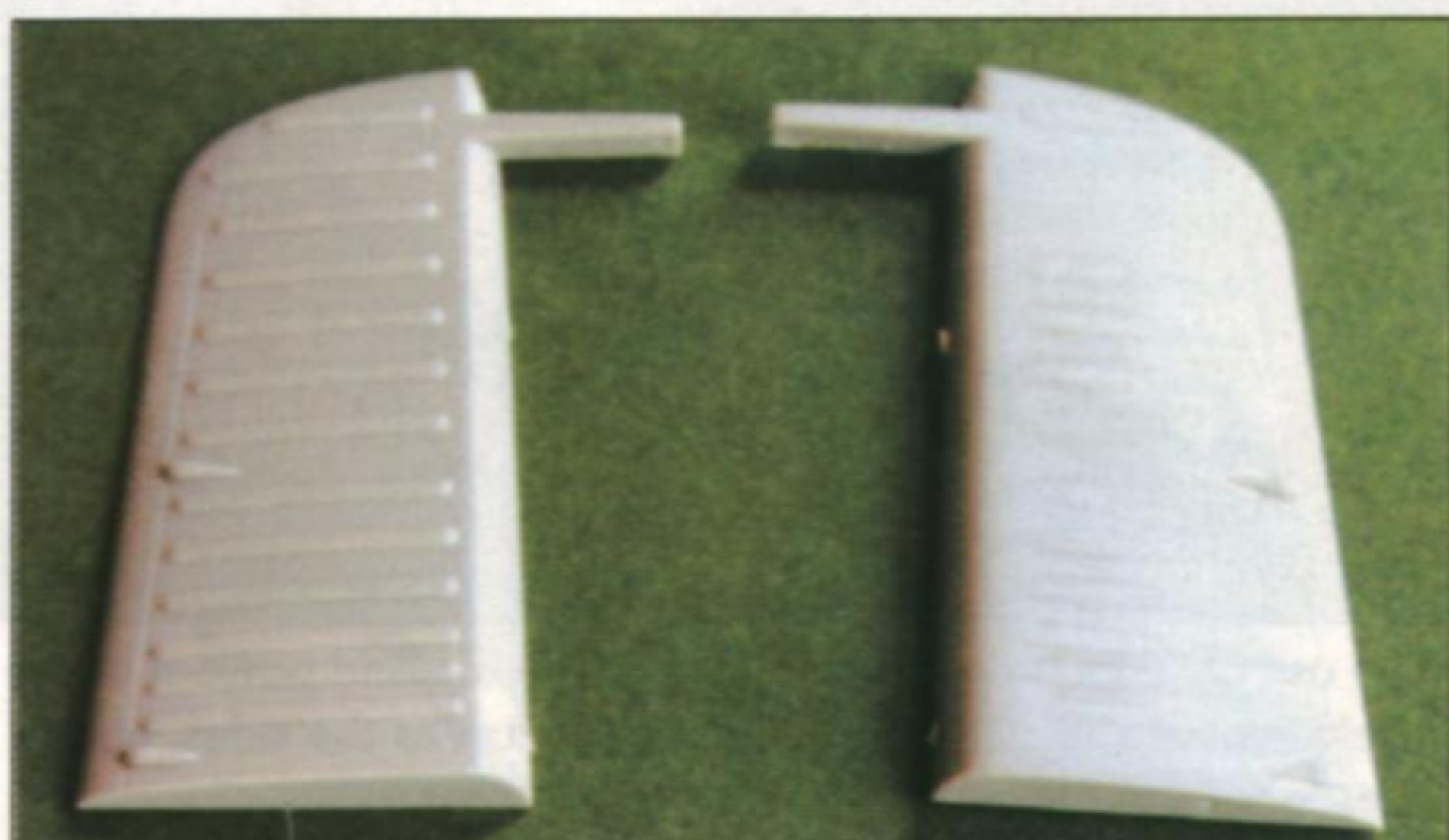
This is one of the elevator parts with its fabric effect treated



The completed aileron with its cut-down top surface



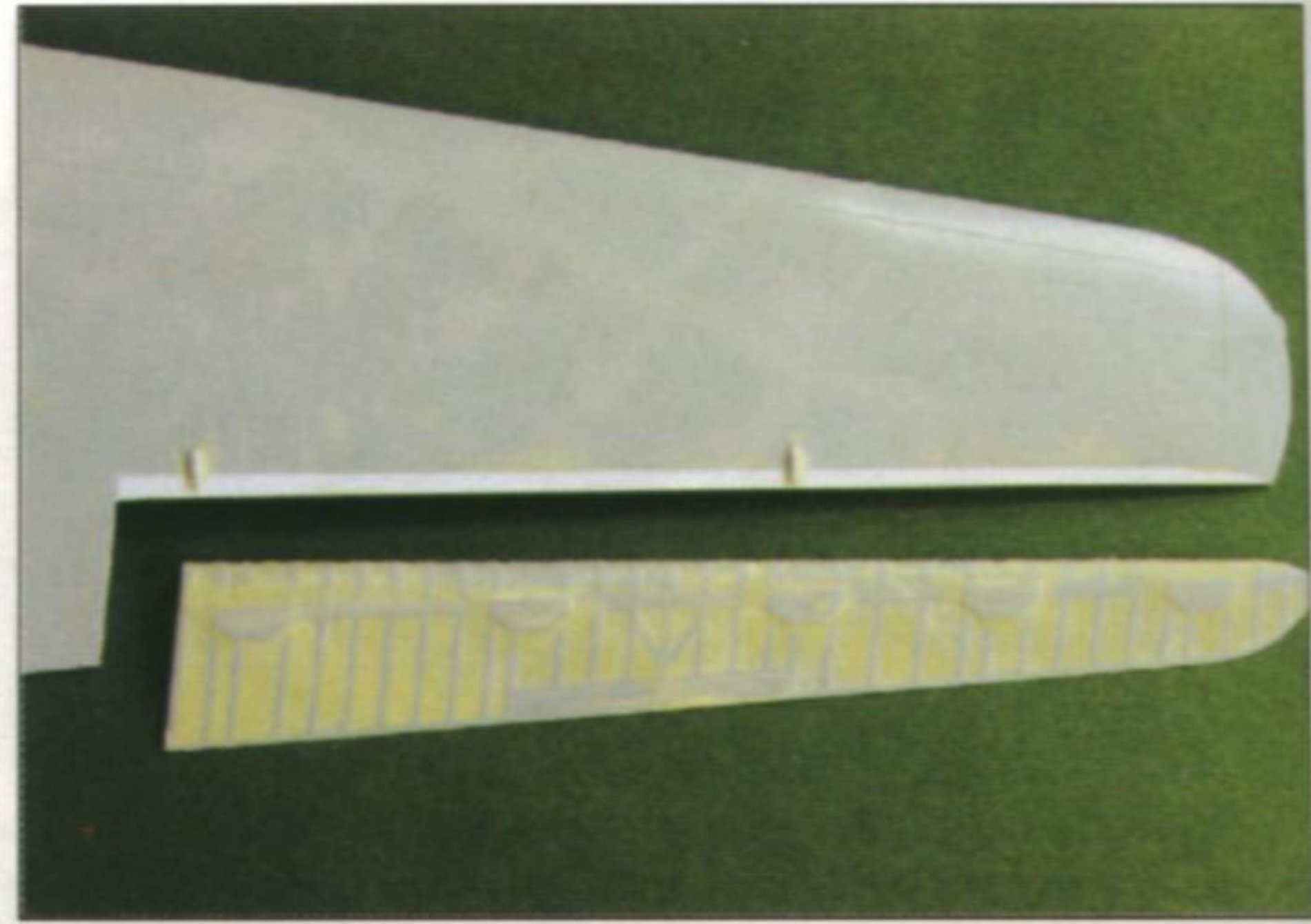
The wing has many slight scale problems that can be easily fixed. In this photo the grossly overscale ribs have been roughly carved down prior to sanding off, and a strip of plasticard added to correct the trailing edge in front of the aileron



Rudder parts laid out to show the before and after effect



Modification to the elevators extended to the removal of the mass balance from the tailplane and a more true-to-scale item cut from plasticard glued to the elevator



Here the corrected wing can be seen along with the aileron



The modified control surfaces after a coat of primer to show the improvement. Note that the trim tabs have yet to be restored with an engraving tool



The cockpit gets some minor mods, with throttles, supercharger levers and other controls added to the centre console, while the pilot's side console has to be added from scratch. The front bulkhead has been faced with a piece of 10-thou card to make up for the similar amount sanded off the back of the instrument panel itself

to its attraction. In fact I like it so much I've already successfully built one of Bill Koster's vacform kits, but still felt the need for one of the new Trumpeter offerings. As I'd heard a lot of contradictory comments about Trumpeter kits in general I didn't know what to expect, and it was with a certain amount of trepidation that I accepted the large package from the postman.

The Kit

Don't look at the box top, it really doesn't match up to the contents. At best it looks like a rejected concept painting. Focus instead on the sides which show a very neat depiction of the decal options and photos of the completed model. Packaging is important, for during construction many builders need the box to protect parts during assembly in small workshops or when a part-built kit is stored under the sofa, and I'm happy to say the Trumpeter kit has a proper lift-off lid with top and inner made from decent strength cardboard. And so to the contents...

The box top says there are 301 parts on seven sprues, plus the fuselage halves. I won't argue with that. One of the sprues is for the clear parts and I was immediately struck by the delicate and thin nature of these very clear mouldings and the manufacturer's foresight in packing them separately. Next out of the box came the fuselage halves and once again the thin mouldings are evident. Surface detailing is extremely delicate and consists of engraved panel lines and indented rivets. Inside the fuselage there's no moulded detail but a load of ejector pin marks - shades of an inside-out *Dr Who* dalek! Mixed reception so far, but let's take a look at a sprue.

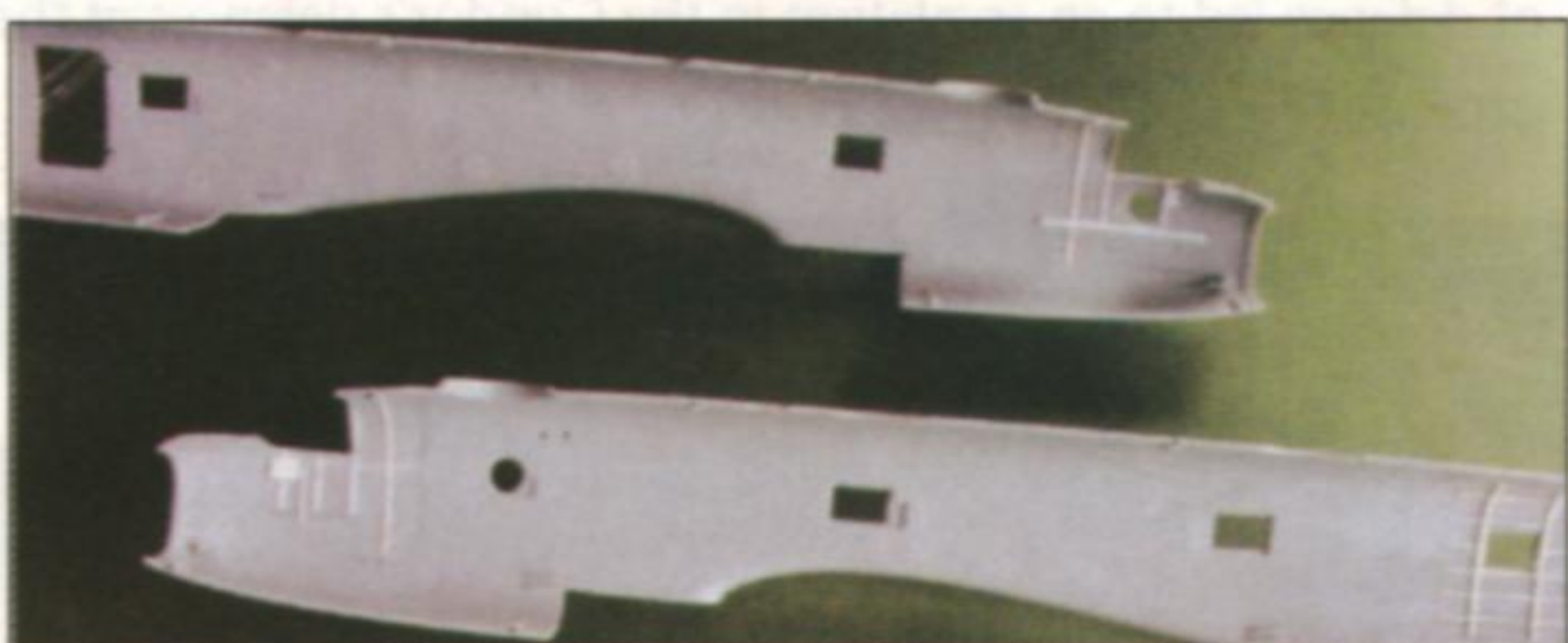
The overall impression is stunning: delicate parts, fine detailing, no flash, one or two very minor shrinkages, just what you'd expect from the best Oriental manufacturers. I was immediately concerned about the prominence of the ribs on the fabric areas of the wing and control surfaces, but I'll comment in more detail on those later.

The decal sheet is very plain, but with only one main user and a dearth of different colour schemes what would you expect? However, there are some other problems here that I didn't recognise until I was in the middle of applying the decals - again, more later. Also in the decal sheet packet is a photo film for the instrument dials. Final inclusions are a full colour painting and decal placement sheet which lacks contrast between the RLM 72 and 73 shades so you can't see the pattern, and a well laid out instruction booklet. Alas, the detail painting instructions refer exclusively to Japanese paint numbers without any explanatory names, so it is of little use to those like me who use European and American paints.

I've opened up kits in the last few years that have at first had me jumping around and throwing cartwheels, but as construction progressed caused me to wonder just what the hell I'd let myself in for. So, let's take this one a bit more cautiously...

Early days

First off I separated the major parts and taped them together to see if there were any obvious problems, which was a worthwhile precaution. The fuselage sides were flexible and slightly warped and the wings can't even support their own weight. So, just as on the original, some work would be needed to beef up the structure - talk about an accurate model! However, the overall fit of the major parts looked



Internally the fuselage sides get some structural detailing either side of the flight deck and opposite the access door

good and laying the parts over commercial plans showed the outlines were pretty near spot on.

A closer look at the parts showed up some areas where I could add personal touches - I'm reluctant to say 'improve' or 'accrue' the kit as so much of this sort of thing comes down to the interpretation of information - so what what you read here are my opinions and what I went through to produce my model.

There are some manufacturers who can produce the most realistic representation of a fabric-covered surfaces. Roden, Eduard and Classic Airframes are perhaps the best. They've got no competition where Trumpeter is concerned. A lot of the Fw 200 was fabric covered and Trumpeter have either overdone it or ignored it completely. I dealt with this in the following ways.

Six parts, the tops and bottoms of the elevators and the tops of the ailerons, have gross raised relief of the underlying structure and the fabric areas are sharply indented. Milliput epoxy putty was well mixed with water to achieve a smooth flexible texture and layered onto the surface of these parts. After a few minutes the parts were gently and repeatedly wiped with a firm and well dampened sponge until the surface layer dissolved and the ribs began to show through. I didn't get it right first time on all the parts and the second day gave another chance. Why not leave it standing proud and just sand it off? Because Milliput cures as hard as plastic and I wanted to have slight indentations between the ribs. And why only six parts? Because Trumpeter left the undersides of the ailerons unadorned, possibly an oversight but one I wasn't going to complain about. My final efforts were a bit too 'starved horse' to be truly accurate, but the harshness of the original mouldings had been softened.

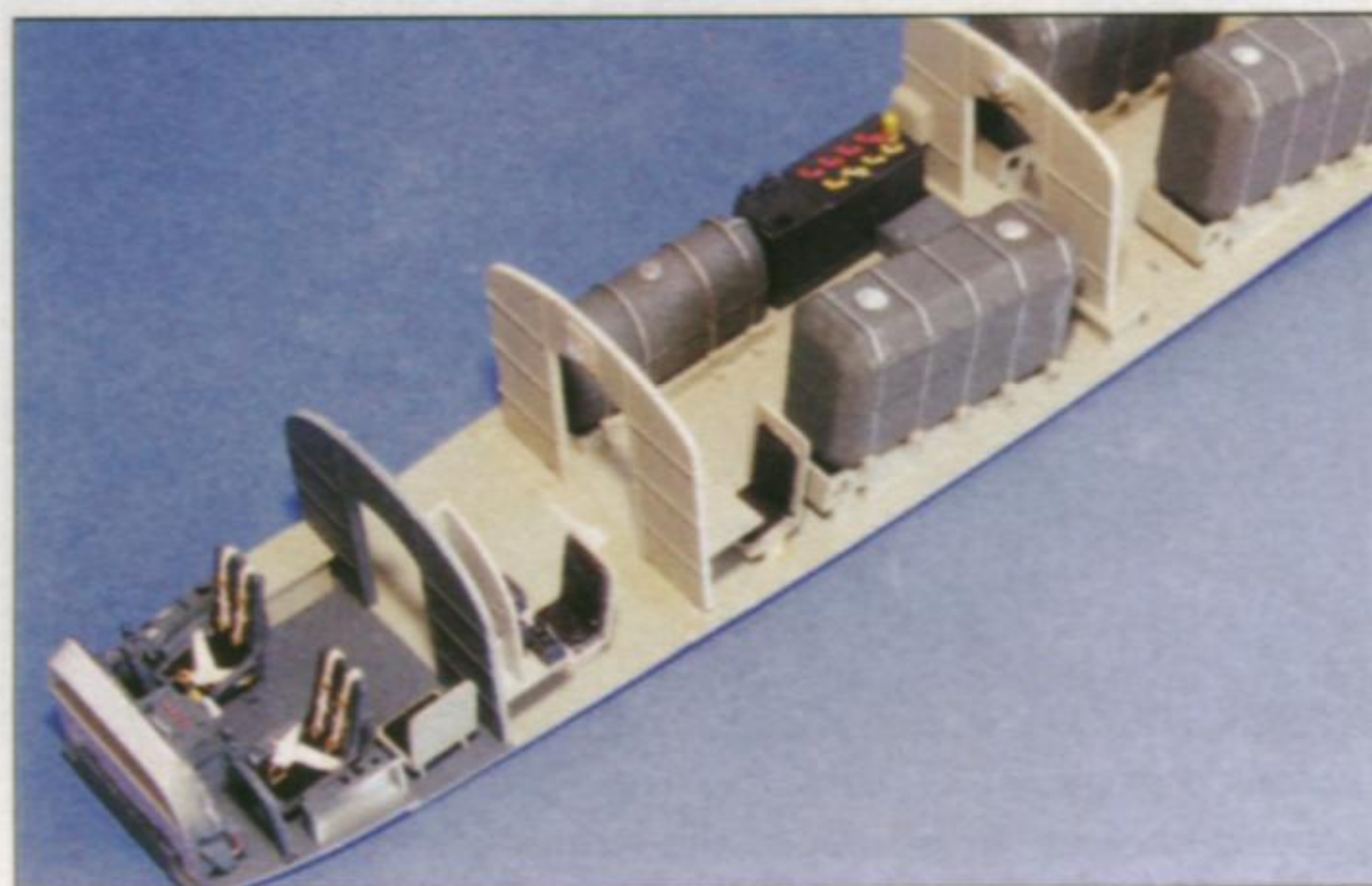
Now for the rudder. Whereas the horizontal surfaces had grossly indented details, the vertical had grossly raised ones. The first thing I did was to carefully cut away and save the two little blisters on the port side that represented the trim



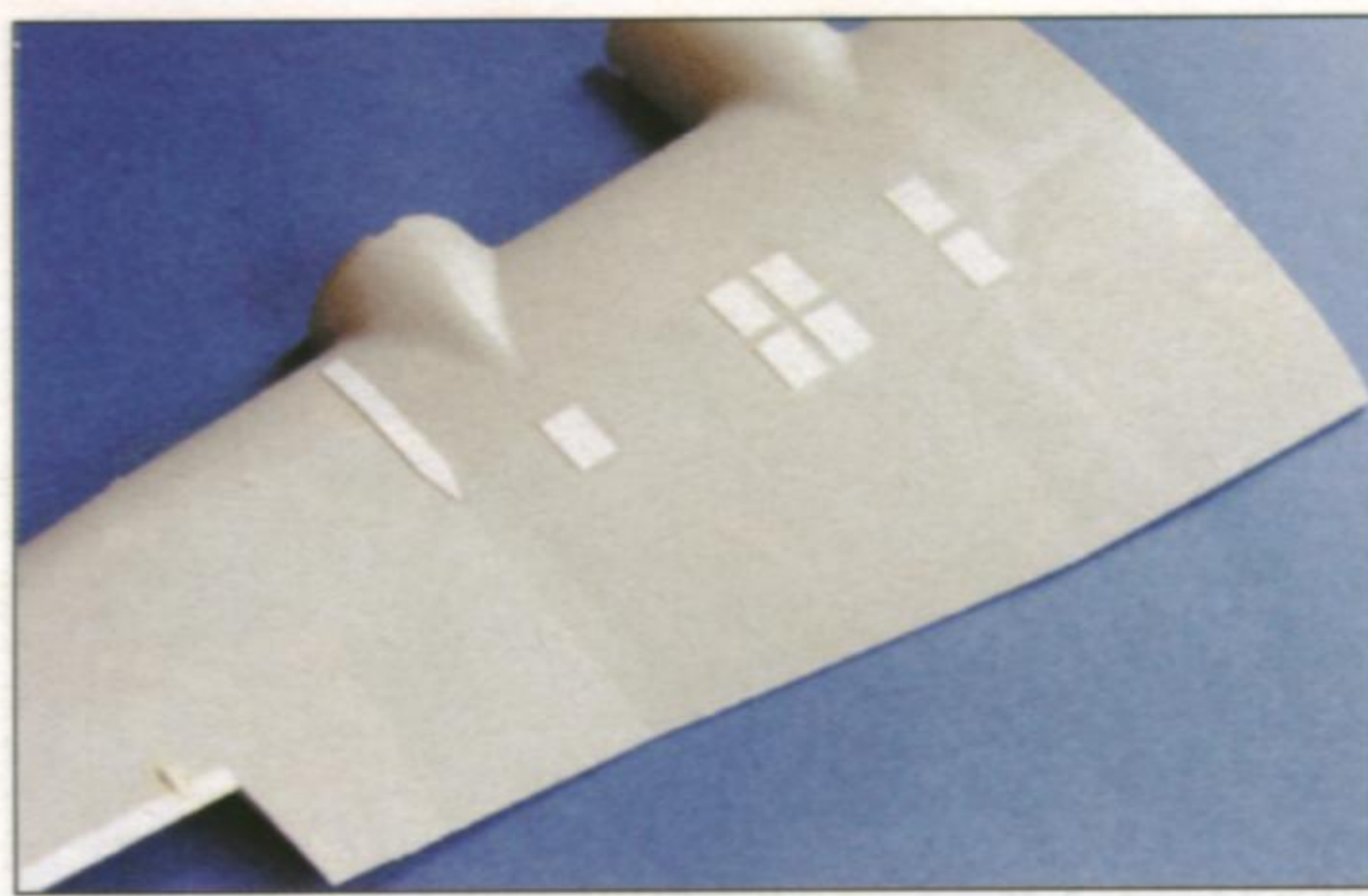
Another addition to the fuselage was the radio operator's window, which had an external reinforcement made from 5-thou card



Here's the radio operator's position to port while the starboard side is left clear for access to the D-stand beneath the cabin floor



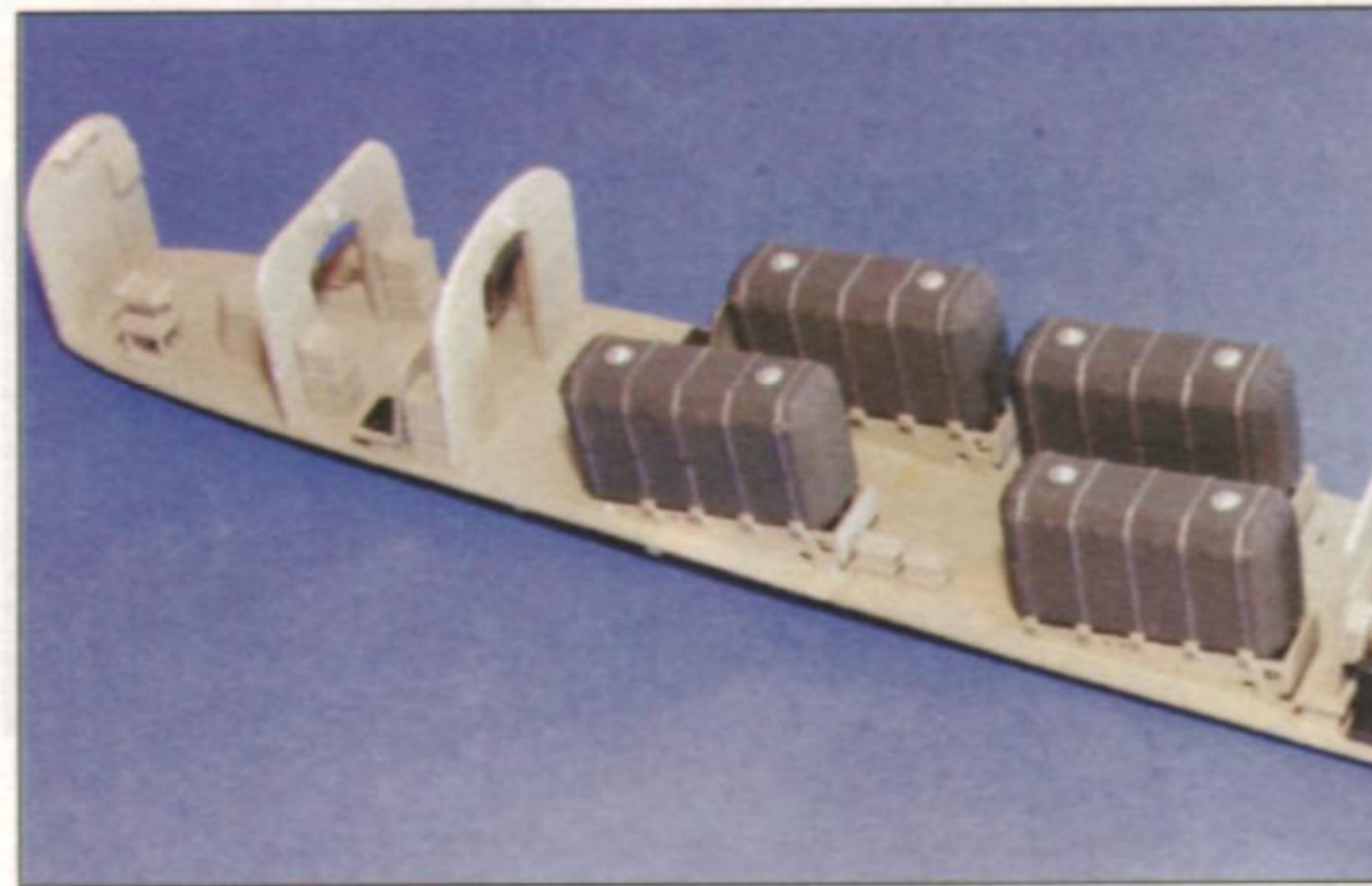
The interior is certainly complete and there's little value in going too mad on detail as it's not going to be visible



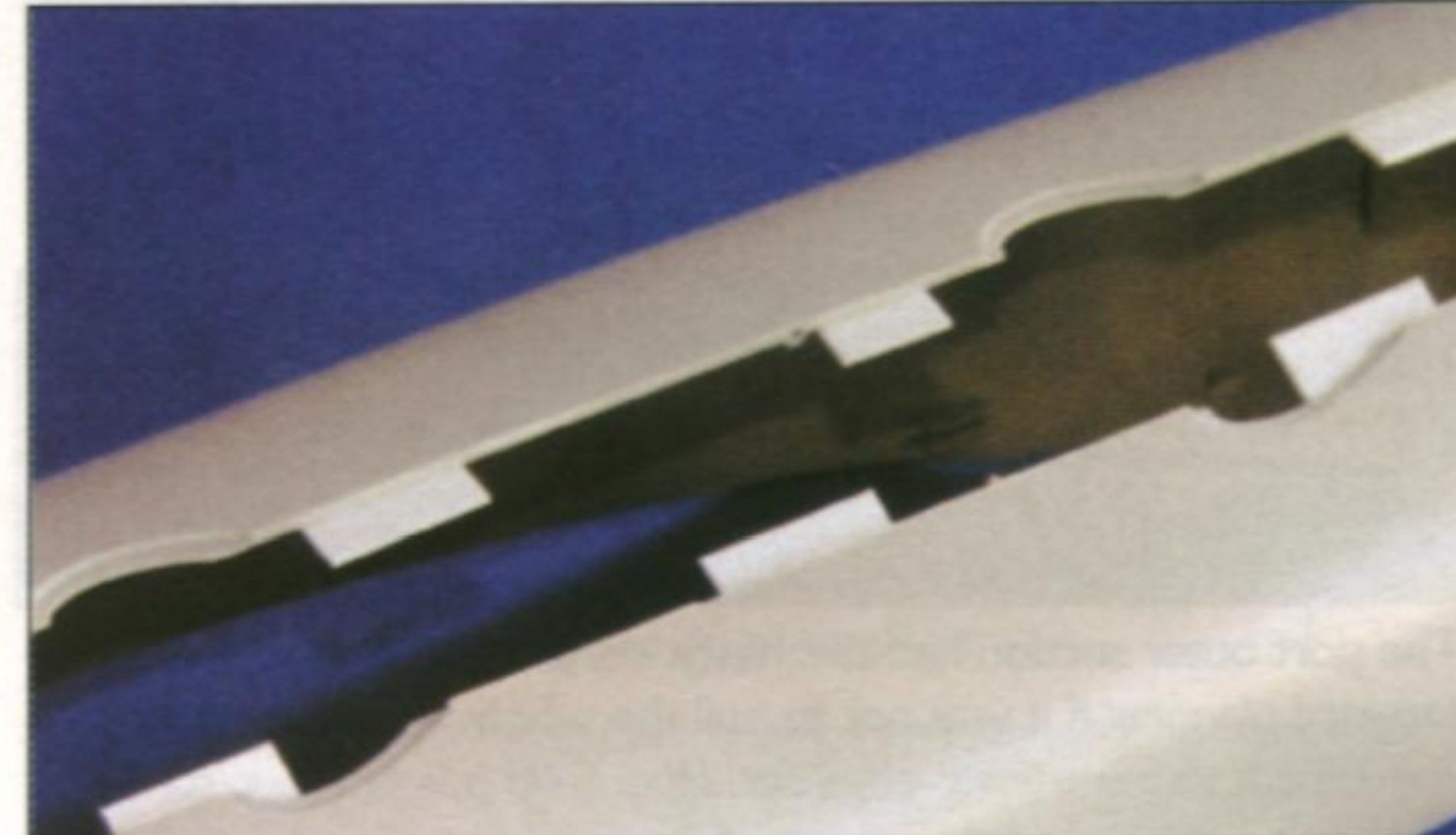
Additions to the wings were the fuel tank access panels and the dihedral break cover strip, added from 5- and 10-thou card respectively



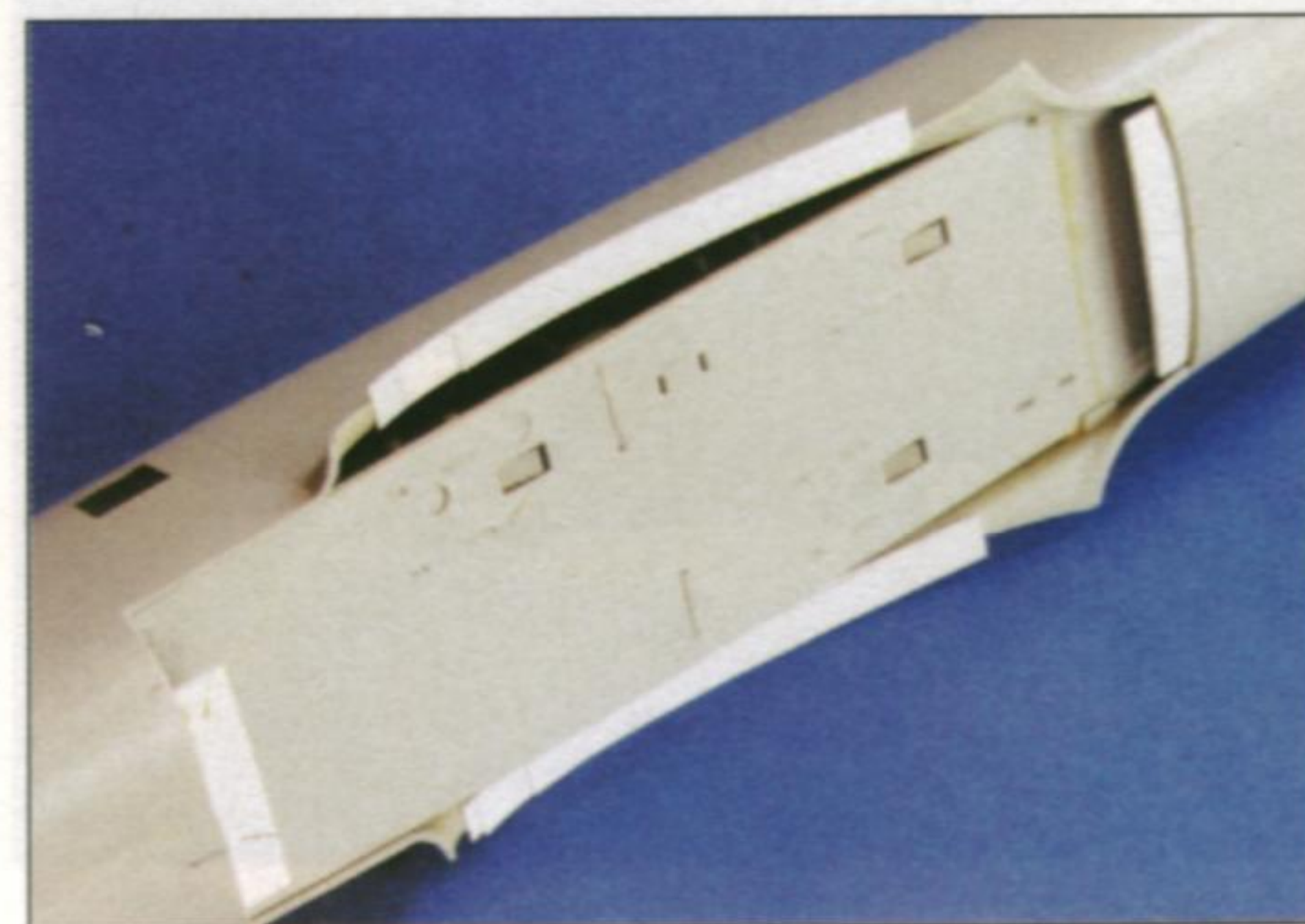
Main instrument panel with control wheels and rudder pedals



A virtual walk-through of the fuselage might start here as we look forward to the navigator's station on the port side and the fuel transfer management system on the starboard side



I added reinforcing strips to alternate sides of the fuselage top join, which is essentially unsupported



Pieces of plasticard were also added around the wing opening in the fuselage

tab linkages (Trumpeter plastic is surprisingly soft as well as flexible, so a new blade and a cautious hand was needed), then I sanded down the outside of the rudder on a soft foam-backed sanding pad until the ribs had all but disappeared. A single pass with an engraving tool added a bit of definition to the trim tab outlines then the linkage bulges were glued back into place on the port side. The Condor didn't have the bulges on the starboard side, so they can safely be lost.

If the rudder ribs amuse, the tops of the wings will give you hysterics. There's an odd area between the ailerons and the dihedral break that has a clutch of 'ribs', but why? Much of the outer panels was fabric-covered from the main spar aft both top and bottom, so why this little area was picked on is anyone's guess. The rest of the fabric-covered area is indented with hundreds of 'rivets', so if you are pedantic these can go as well. While I was masking off the 'metal' areas of the wings before giving the surface a slurry coat of Milliput to fill the rivet and spurious panel lines I noticed something else.

Like most other aircraft of the era the Fw 200 had Frise ailerons, which are narrower in chord on the top than underneath. The giveaway on the kit was the aileron line on top of the wing, which has a curve at the tip end. This is correct for the underside but the upper line should be straight. The cure was to add a strip of plasticard to the rear of the wing part which was then sanded to the wing contour. Once again there are a couple of small bulges that cover linkages and these can be cut off before the surface is sanded

and replaced just in front of the new line. The upper parts of the ailerons can be cut back to suit the new line and if there is any deflection to the control surface please remember that ailerons move in opposite directions, one up, the other down, and not always to the same degree.

Time to start building

Despite all this preliminary fussing around I hadn't actually put any kit parts together. As expected it starts with the interior, which is detailed far beyond the requirements of the half-dozen little square windows. However, in spite of the multitude of parts there are some strange omissions, but this gives modellers a chance to show off their knowledge.

Although the access door is a separate part there's no structural detail visible on the fuselage interior just opposite. Also there's no detail on the sides of the flight deck, and the pilot's side console is missing. The centre console lacks the various engine controls and the instrument panel is quite odd, moulded as a clear part with a photo film backing for the dials, but the dial openings are pierced all the way through. I imagine the manufacturers are trying to get the thinnest possible moulding but it's still a bit too thick for the dial faces to be visible.

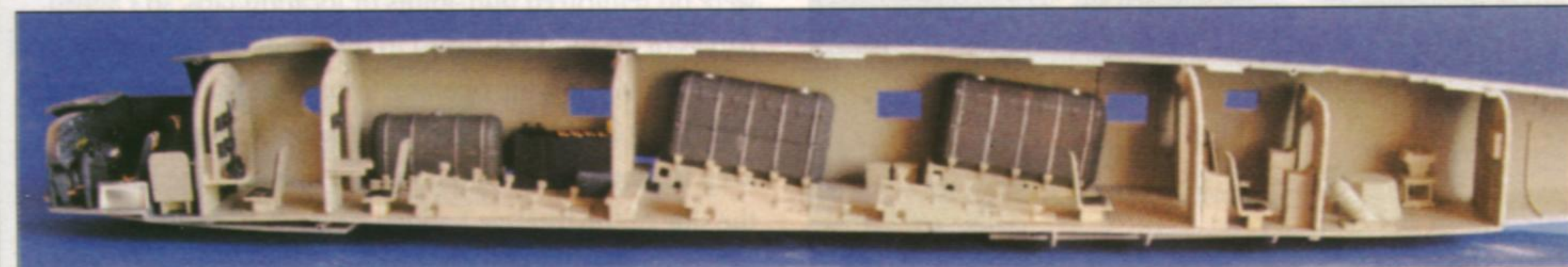
The photos show how I got round these problems and represent all of an hour's work. Plastic strip, plasticard, soft wire and hole punches still have a place in the modeller's armoury, even in this world of etched metal and cast resin

aftermarket sets. The instrument panel had its rear surface sanded down gently to reduce it to about half thickness.

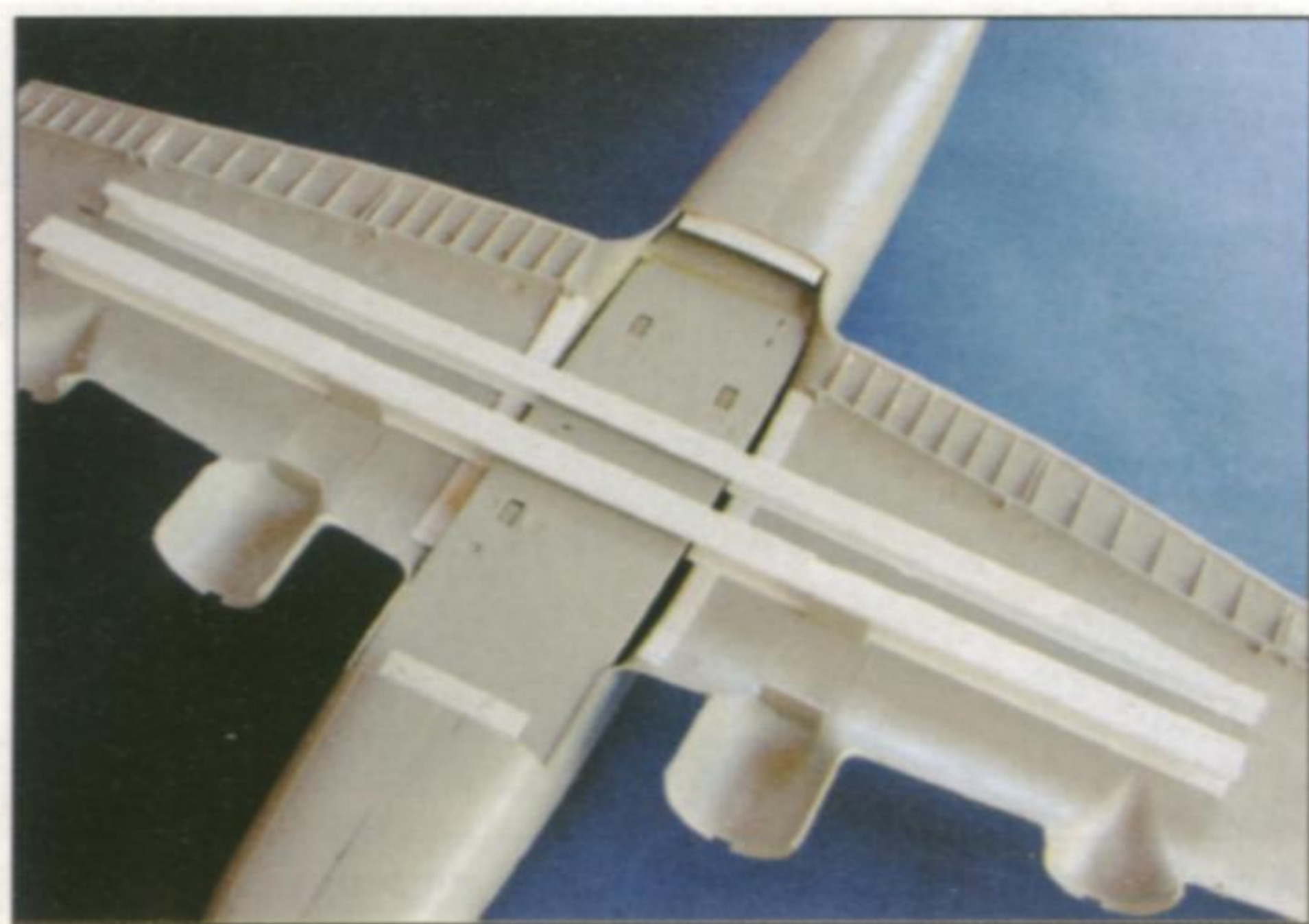
I spent a couple of very enjoyable hours sorting out parts for batch spraying, setting some parts onto stiff card with double sided tape and pre-assembling others. I really enjoyed it because I began to discover just how much thought and effort Trumpeter had put into this kit. It's like watching performers who are so good they make it look easy. For example, the exhausts. I planned to paint these and the engines with Alclad II lacquers so the simple engine halves (front and back) were glued together and the exhausts removed from the sprue, cleaned up and fixed to a card. Each one of the exhausts has a moulded indentation in the rear. No drilling needed here - fantastic stuff.

With five fuel tanks and an oil tank to be painted I made these up and set them to one side to be batch sprayed. This led to a bit of pre-assembly of the fuselage floors with the tank cradles. Each part is arranged with asymmetric holes and assembly slots so it can't be incorrectly assembled. Even the bulkheads are handed so they can only go in the right places and the right way round. Most of the bulkhead parts were left on the sprue so they could be painted on both sides, the exception being the flight deck bulkhead, and many have 'light globes' above the doors, and these are supplied as transparencies.

As noted, the plastic is soft and flexible so if the undercarriage was to be strong enough to support the model I had to make sure the joints were sound. Paint interferes with cement so I constructed the undercarriage legs before painting them. Each leg is made up from nine separate parts and the fit was perfect. I had to spend a few seconds on each piece to remove a slight mould line from the round-section struts, then they were fixed with tube glue applied with a cocktail stick to the tiny join areas. I used tube and liquid cements exclusively through this model for strength and stability. I don't believe superglues offer any advantages



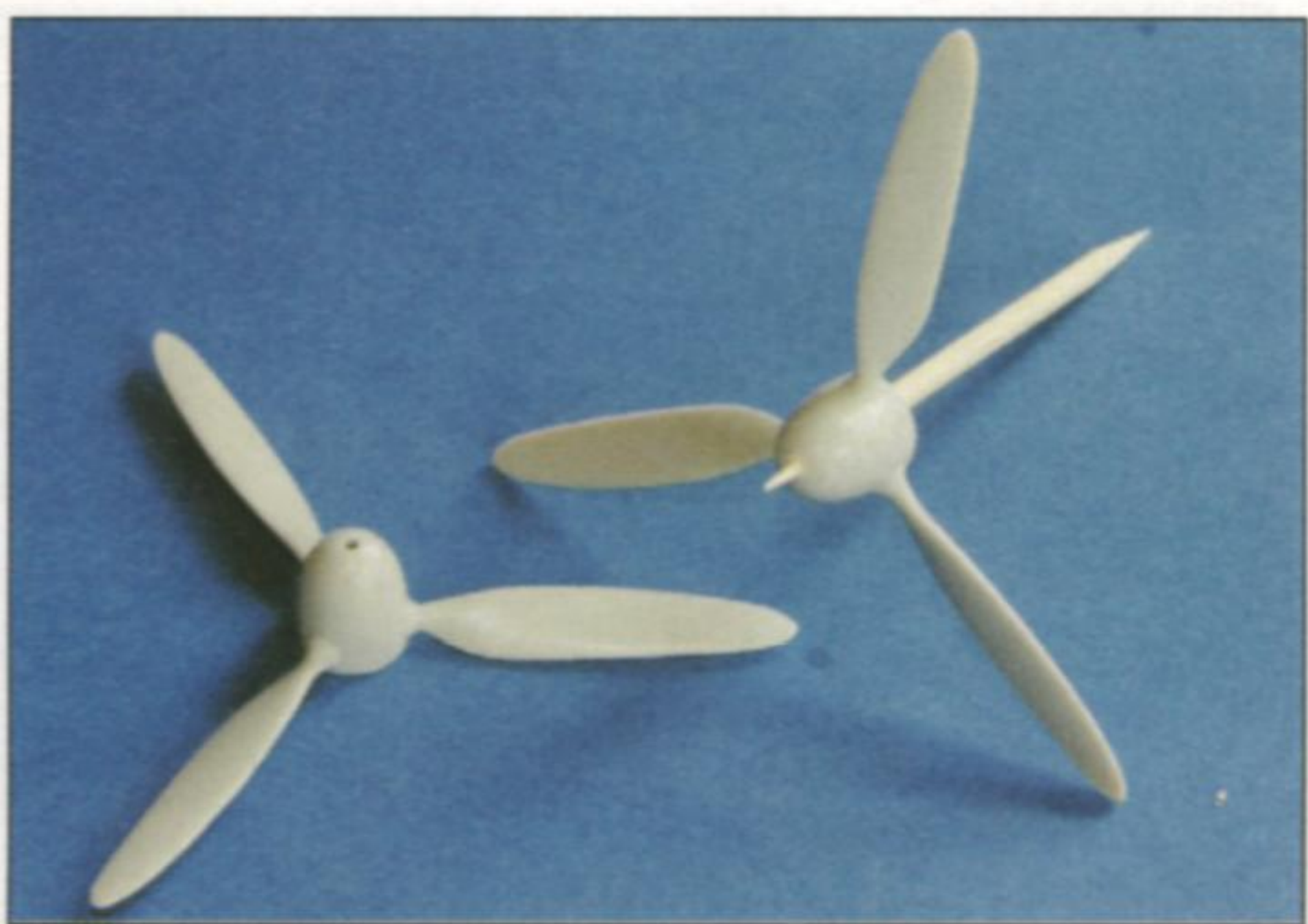
Completed interior within the fuselage side, with the port fuel tanks omitted for clarity. I considered opening up the beam gun positions for added interest but couldn't find any reference material



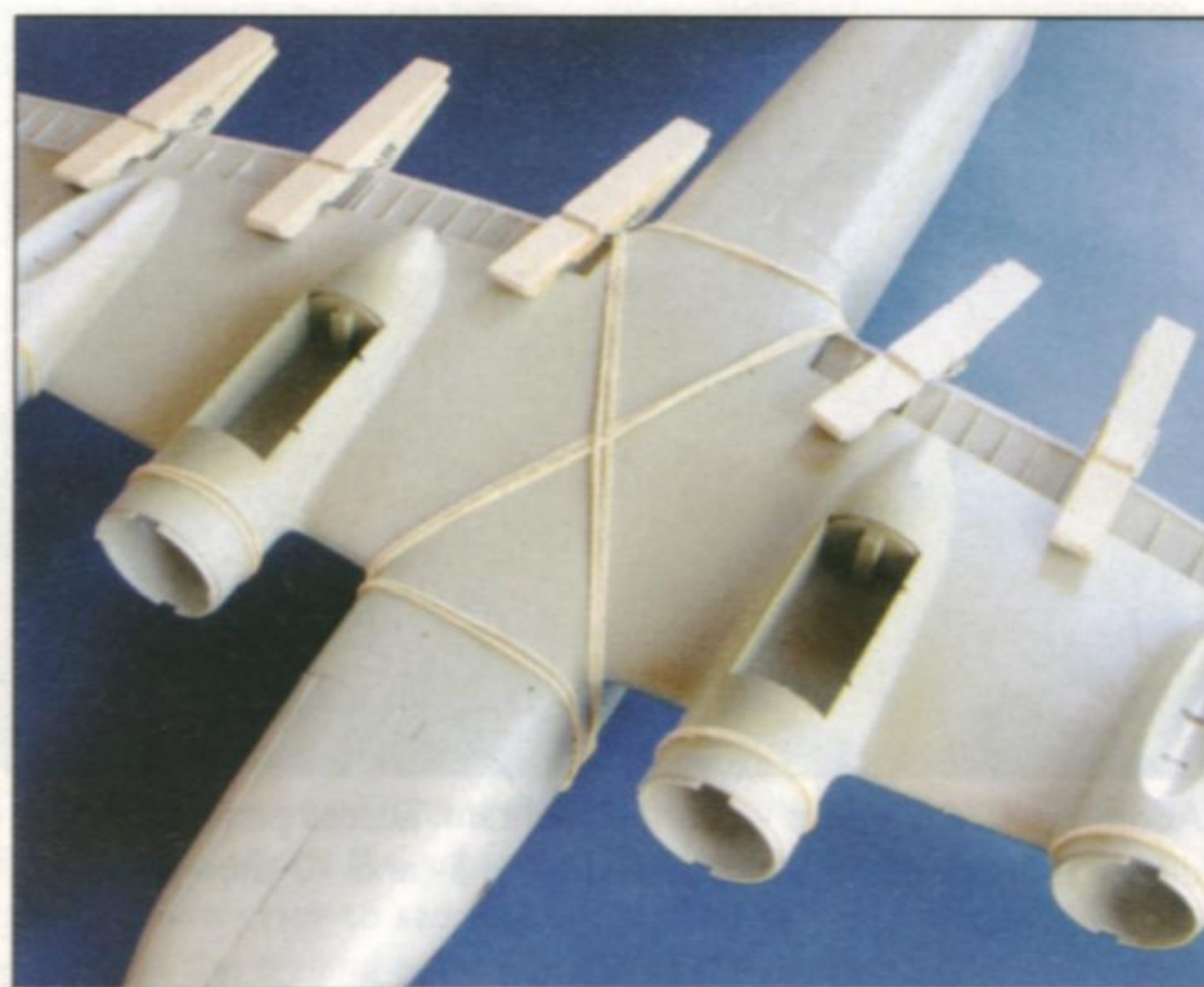
I think this an essential modification. I've heard of others using brass tube or balsa, but I used H-section Plastruc girder and glued this between the dihedral breaks. The spars are glued to the wing's top surface only, for the underside of the Condor's wing had a dihedral angle as the wing tapered to the dihedral break outboard of the engine nacelles



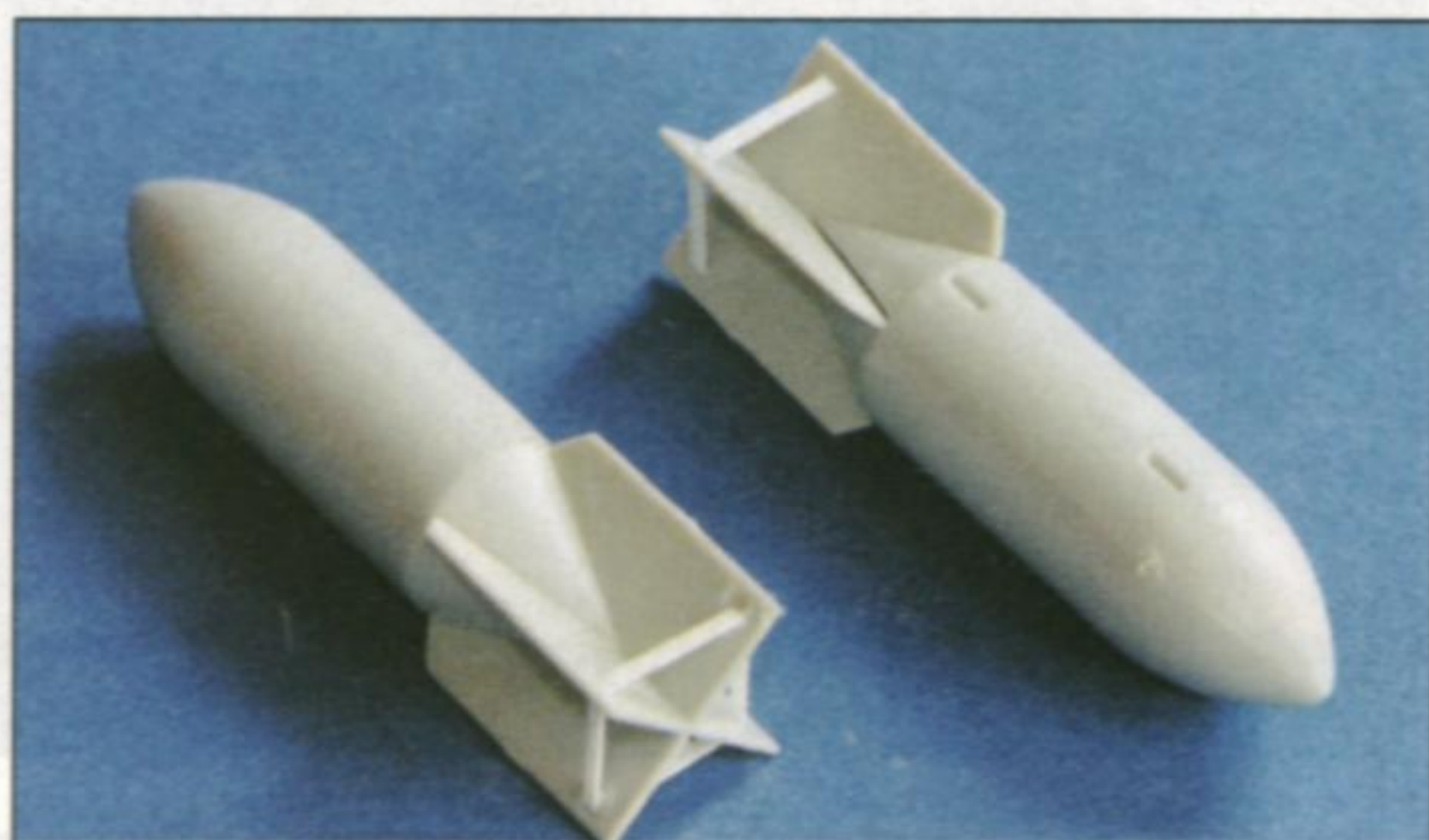
The port outer section had this nasty warp which demanded some forward planning if it was not to pull the whole wing out of shape. I started out at the trailing-edge and glued and pegged it up to keep it straight, which closed up most of the leading-edge very firmly



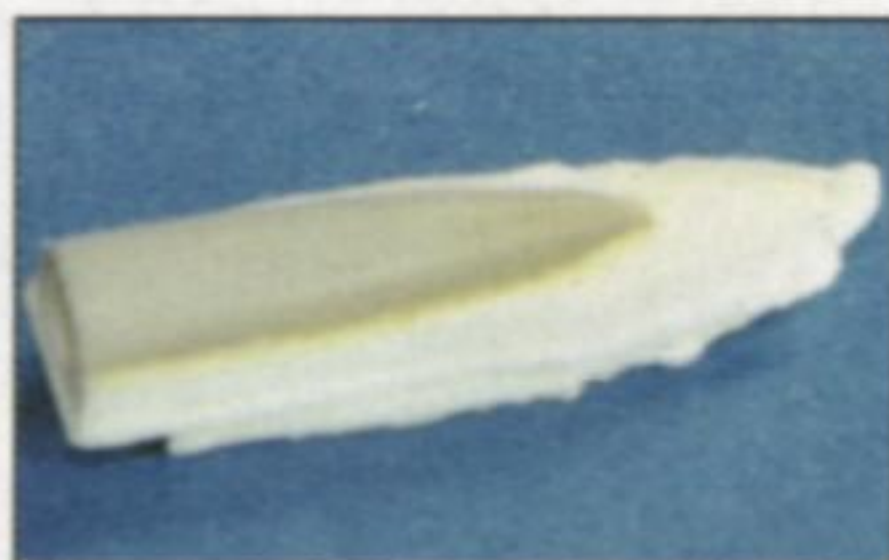
The propellers are oversimplified, but once cleaned up (the mould line is a bit prominent) and with the cooling hole in the tip drilled out they are perfectly acceptable



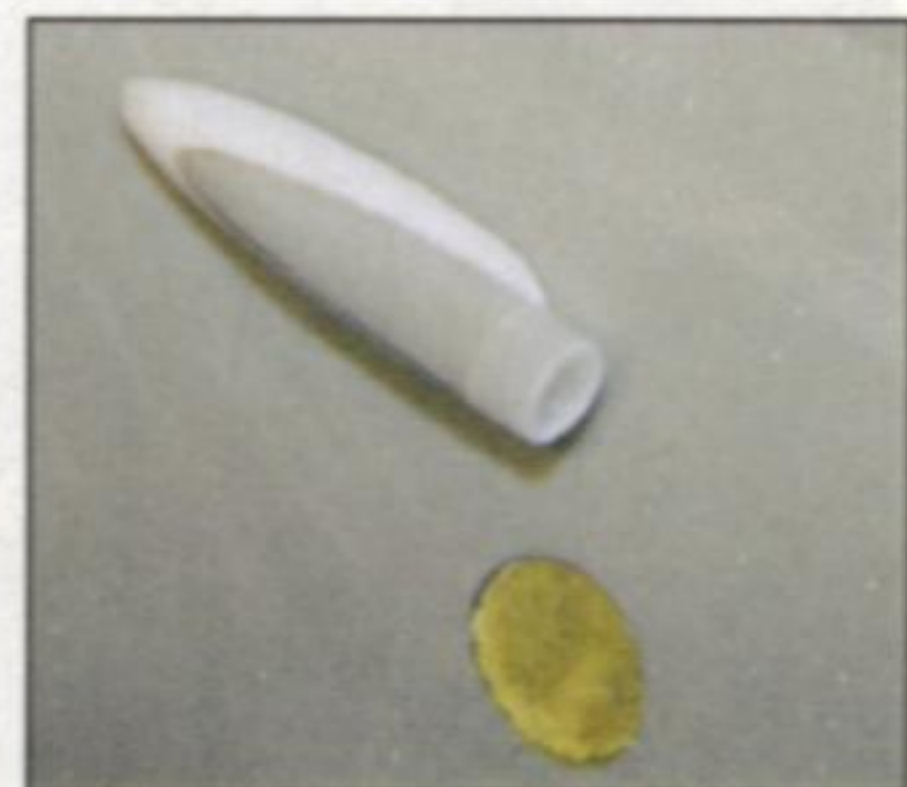
Adding the wing centre-section was straightforward but took a lot of elastic bands and clothes pegs to hold it together as the liquid cement cured



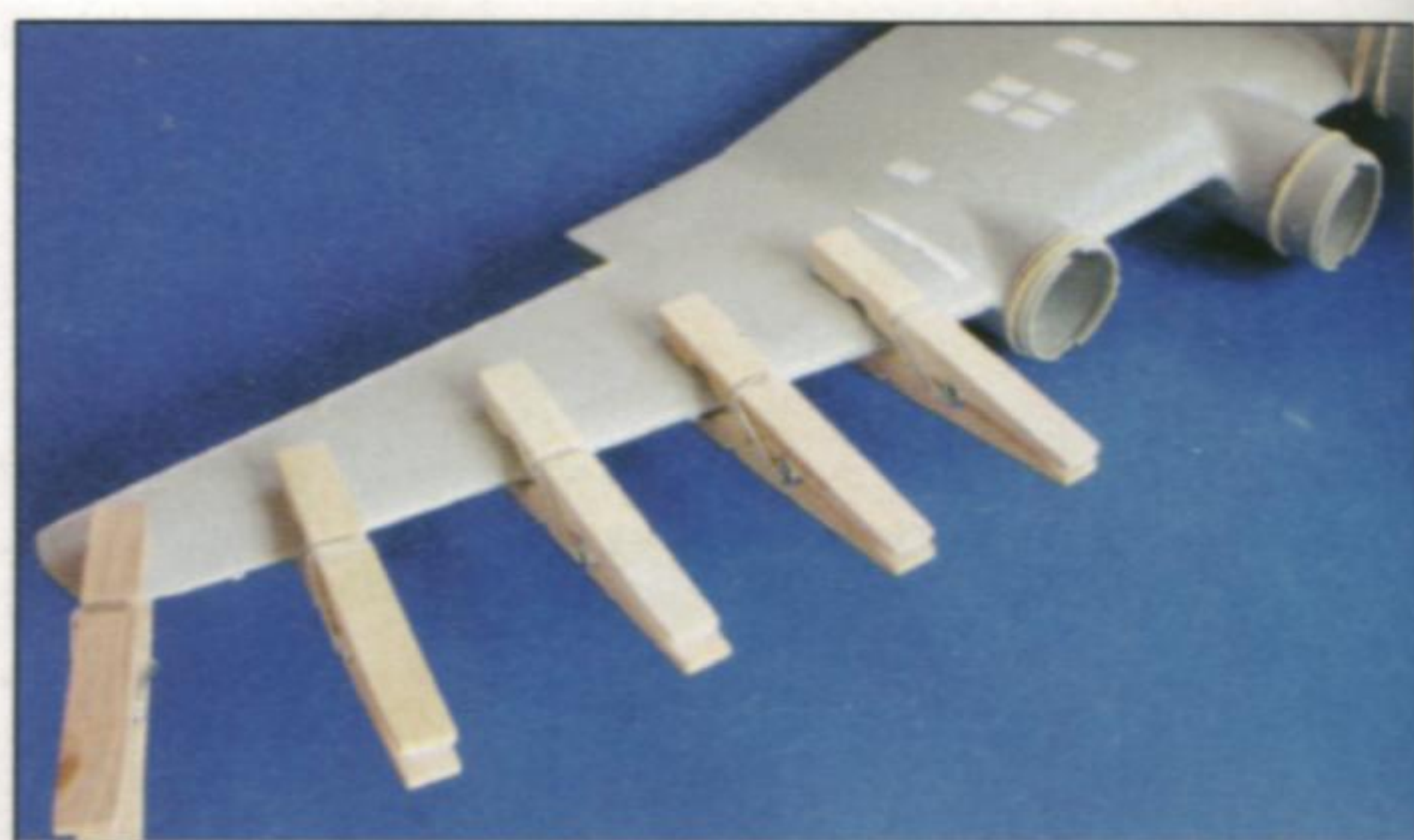
Bombs, like the propellers, are oversimplified but still acceptable once refined with braces from plastic strip



The air intake isn't acceptable. As provided it's a simple scoop, so I started by gluing this to a couple of laminations of thick plasticard to get its overall height correct



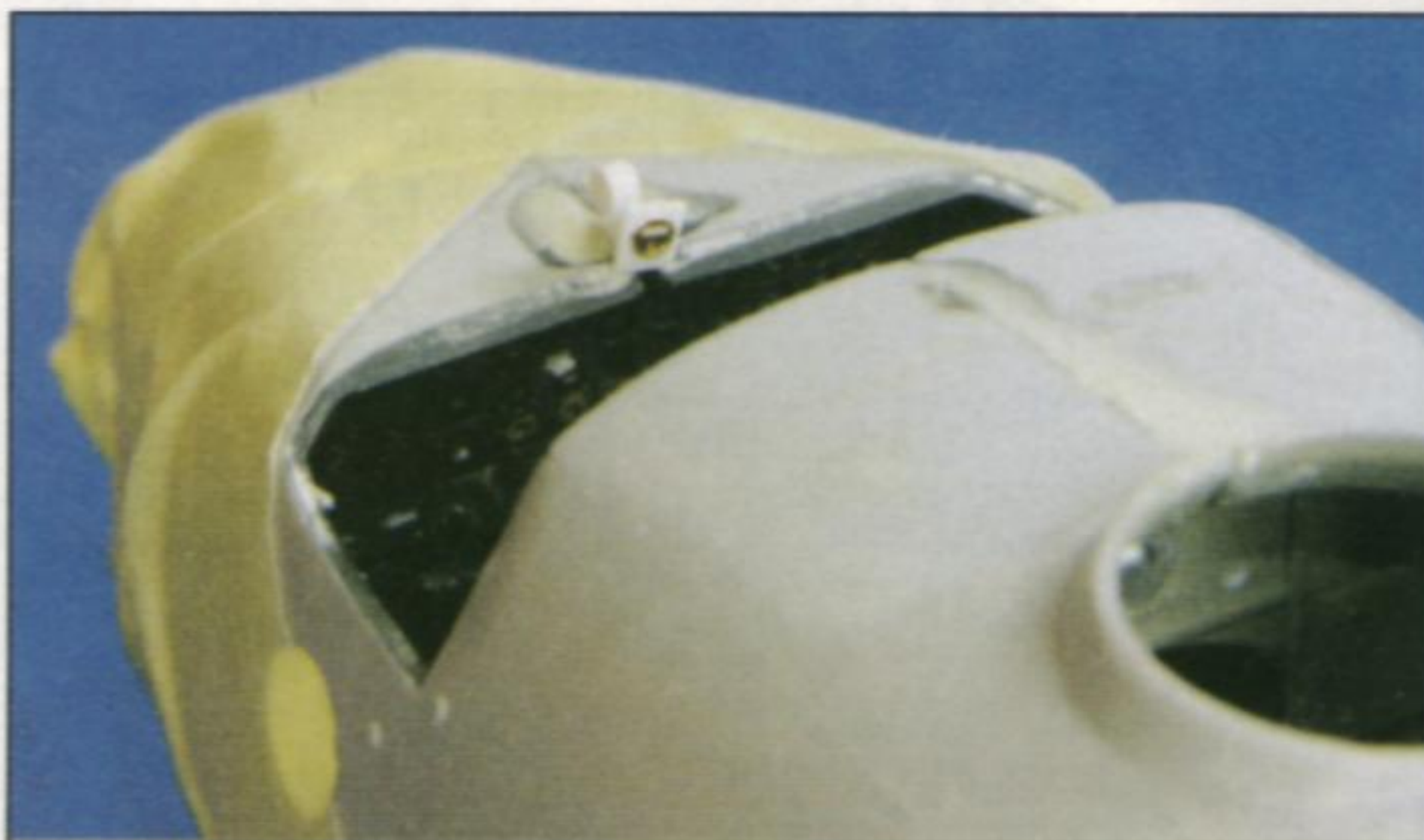
A bit of careful filing and then polishing produced a more true-to-scale intake



The undersides of the outer panels were added last. The starboard panel looked OK and I glued the leading-edge first, following around to the tip and trailing-edge to finish



Liquid cement works by capillary action drawing the liquid into the joint, so you have to have a bit of a gap. This is one way of getting a gap into a tightly fitting joint; slip some sort of a metal shim into the joint and run the liquid cement along the line before removing the metal. Here I'm using a single-edged razorblade, but an old-fashioned feeler gauge will also do the trick



A couple of pieces of plastic card and rod and a dial from a generic ReHeat set produced the compass housing above the instrument panel coaming

except where dissimilar materials are being used, and as I build models as a pastime not a race to completion, the need for overnight drying doesn't present a problem.

All the flight deck components should be RLM 66 black-grey, but I used Tamiya NATO Black as a stand-in. All other interior structure components were sprayed with RLM 02 from the Polly Scale range and the tanks painted with a very dark greenish-black to simulate their rubberised coating. The exhausts and engines were painted with Halfords gloss black to prime and left for a few days to harden properly, after which they were sprayed with pale burnt metal for the exhausts and the engines with steel for the cylinders and aluminium for the crankcase covers.

Detail painting consisted of picking out the various switches with satin black or silver, while the instrument bezels were gloss black. White, yellow and red were used in areas that seemed appropriate, for example the throttle handles were white, supercharger controls red and flap controls yellow. Seat cushions were dark reddish-brown and the seat straps (added from an old ReHeat generic set) were a very pale tan. The engine ignition leads were pale green and the pushrod covers gloss black.

Making up the interior structure of floor, bulkheads and seats showed up a couple of anomalies I couldn't resolve. There was no seat for the radio operator and apparently no navigator's station. It may just be my perception, but sending a long-range reconnaissance aircraft out over the Atlantic without a navigator aboard isn't a bright idea, and I had to make a best guess of where he would have worked. The jump seat behind the pilots' seats wouldn't be right as during the night hours he would need a light to work by, so he'd have to be in the fuselage. Opposite the radio operator would be good, but this position was taken up by the access hatch for the D-stand, the front gunner/bomb-aimer in the ventral gondola. Behind the next bulkhead on the port side seemed an obvious place: there's a large gap between the fuel tank

and the bulkhead and a huge picture window for both light and viewing. He'd have been close to the flight deck for easy communication, so that's where I added a chart table. A navigator's instruments would usually consist of a compass repeater, airspeed indicator and altimeter, so a strip with three instrument bezels (ReHeat again) was fitted to the bulkhead. All of this was pure conjecture on my part, and I have to admit to feeling a bit let-down by the so-called 'modellers' monographs' in the Bibliography below.

While working through this mental exercise I noted that the poor old radio operator would be in the dark. The large circular window in this compartment was on the wrong side. Research revealed that his window was a small affair, so small that Trumpeter have ignored it. Arthur Bentley's 1/144 scale plans in the July 2005 SAMI show it up nicely so I scaled-up its dimensions from this. Some 5-thou plasticard provided the external reinforcement.

Speaking of the windows, the items in the Trumpeter kit are beautifully clear and thin and perfectly recessed to be flush with the fuselage sides, but with the interior rather than the exterior! I can see ways in which this could be corrected by the purist but I chose to live with it, not least because it



Within the canopy I added the windscreen heating duct from partially stripped electrical wire and the sun screens from scored plasticard

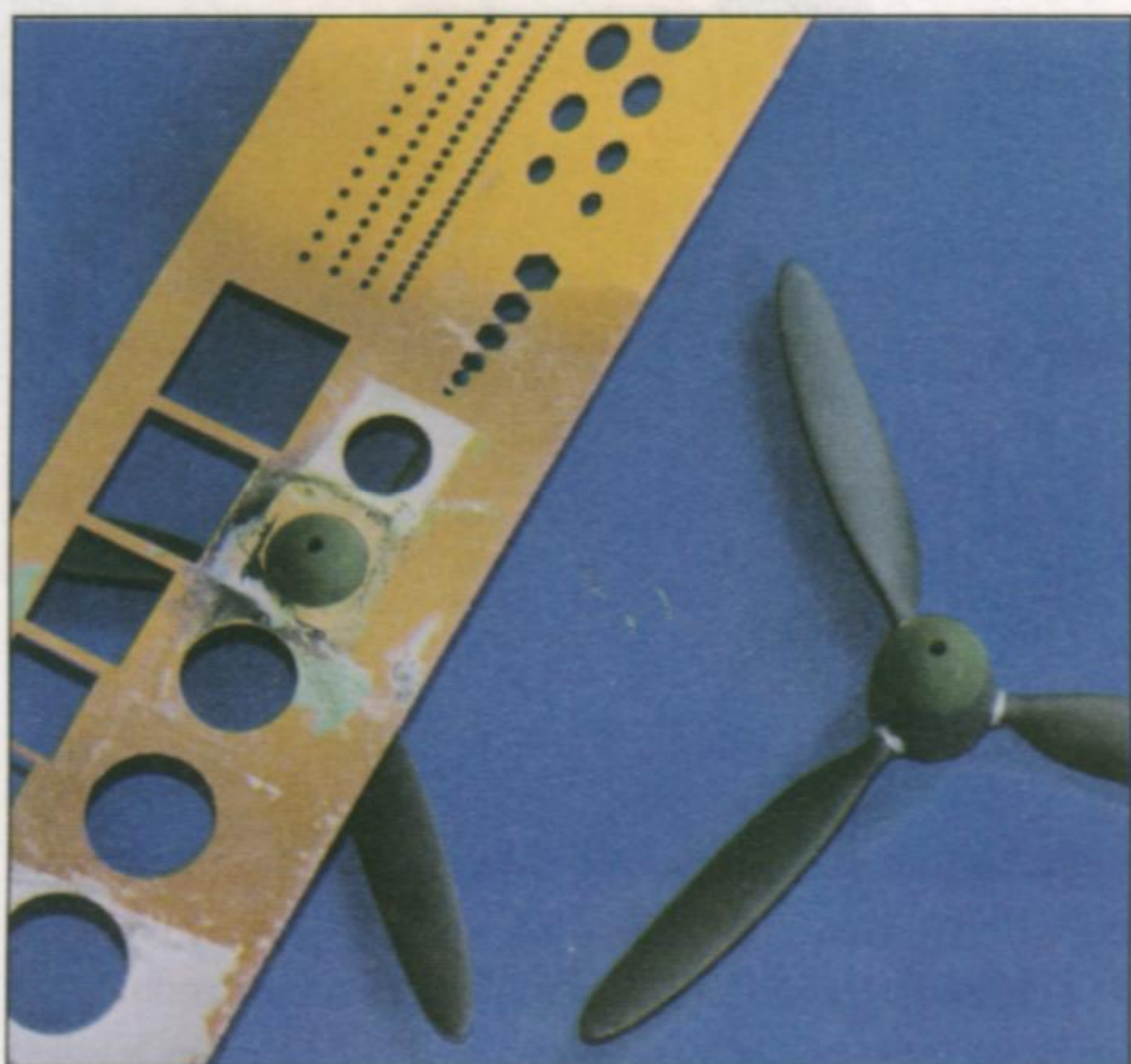
made the windows easier to mask!

A week of evenings was spent busily detail painting and considering where things would go, without apparently getting anywhere. Then, in the space of a couple of hours, all the parts came together and the fuselage was ready to be closed up. I was very impressed with the fit of the floor, which locks into locators on the starboard fuselage half and really adds to the strength of the rear fuselage, at least on the bottom. I can't say the same about the bulkheads, which lock very securely into the floor but only fit where they touch at the sides. The huge expanse of top is unsupported for much of its length and as I've said, the plastic is thin, flexible and was already warped. I added strips of plasticard on alternate sides to bridge the join and add some strength. Liquid cement was run into the join and several elastic bands wrapped around the structure to hold it together while it dried. (Ye gods! Do you know how long it's been since I've had to do this with a kit?). The result was a surprisingly heavy fuselage.

Nearing mission's end

The attachment of the wing was the next obvious step and my experiments with the basic parts and masking tape had shown some problem areas. First, the actual strength of the wing. Then there was the fit of wing to fuselage.

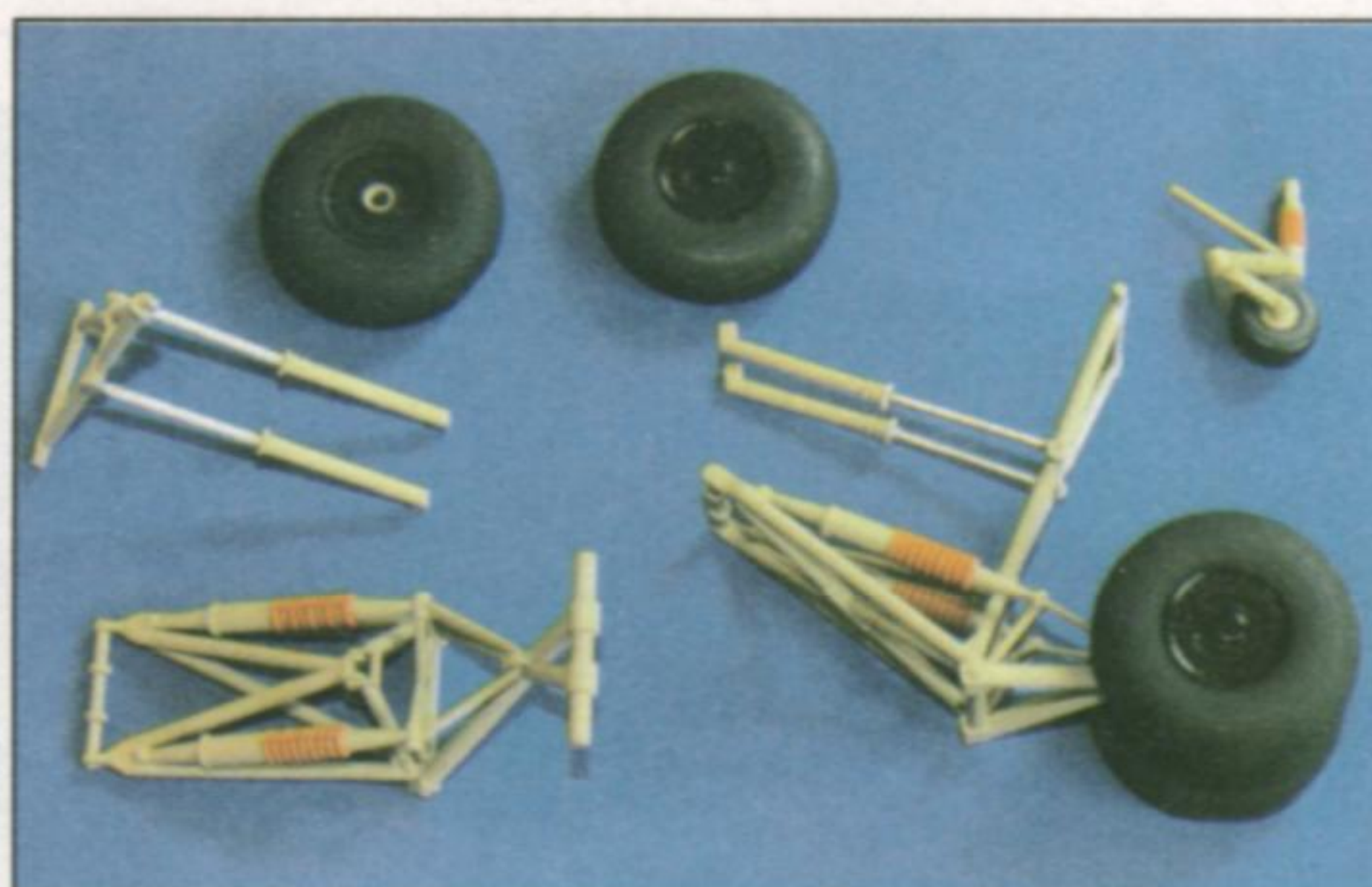
All the parts fitted together well, but all the strength of the join had to come from the thickness of the plastic. There were no reinforced butt-joints or location tabs, so I added panels of 30-thou plasticard to the inside of the fuselage front and back of the wing opening to support the centre-section and stop it being depressed into the underside. In order to keep the top surface of the wing in line with the fairing on the side of the fuselage I added strips of 10-thou card to the side, with three laminations being glued together to make a substantial 30-thou-thick ridge to support the top surface of the wing.



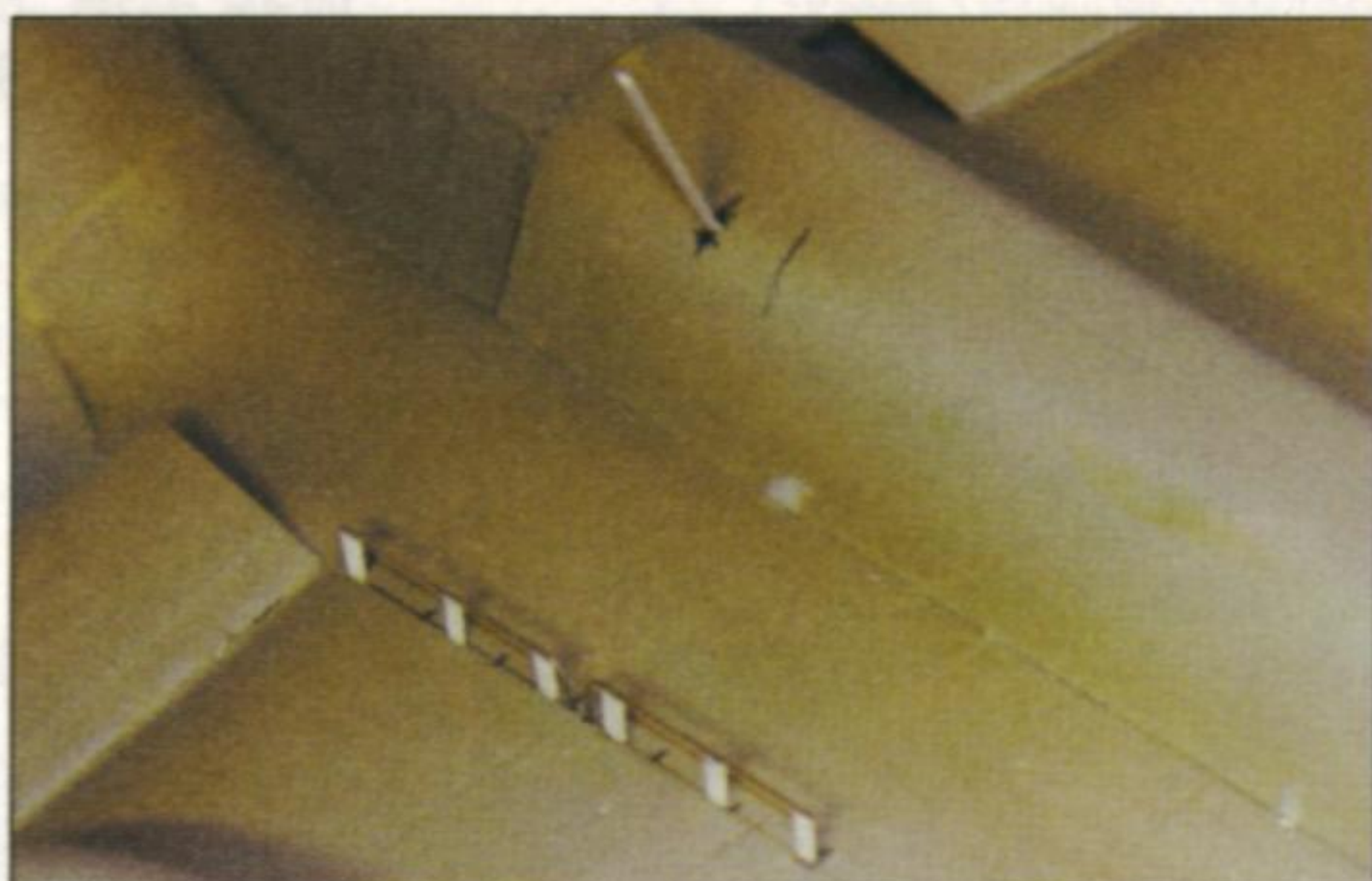
It was a simple task to spray the Staffel colour on the spinners by using an etched metal circle template as a mask



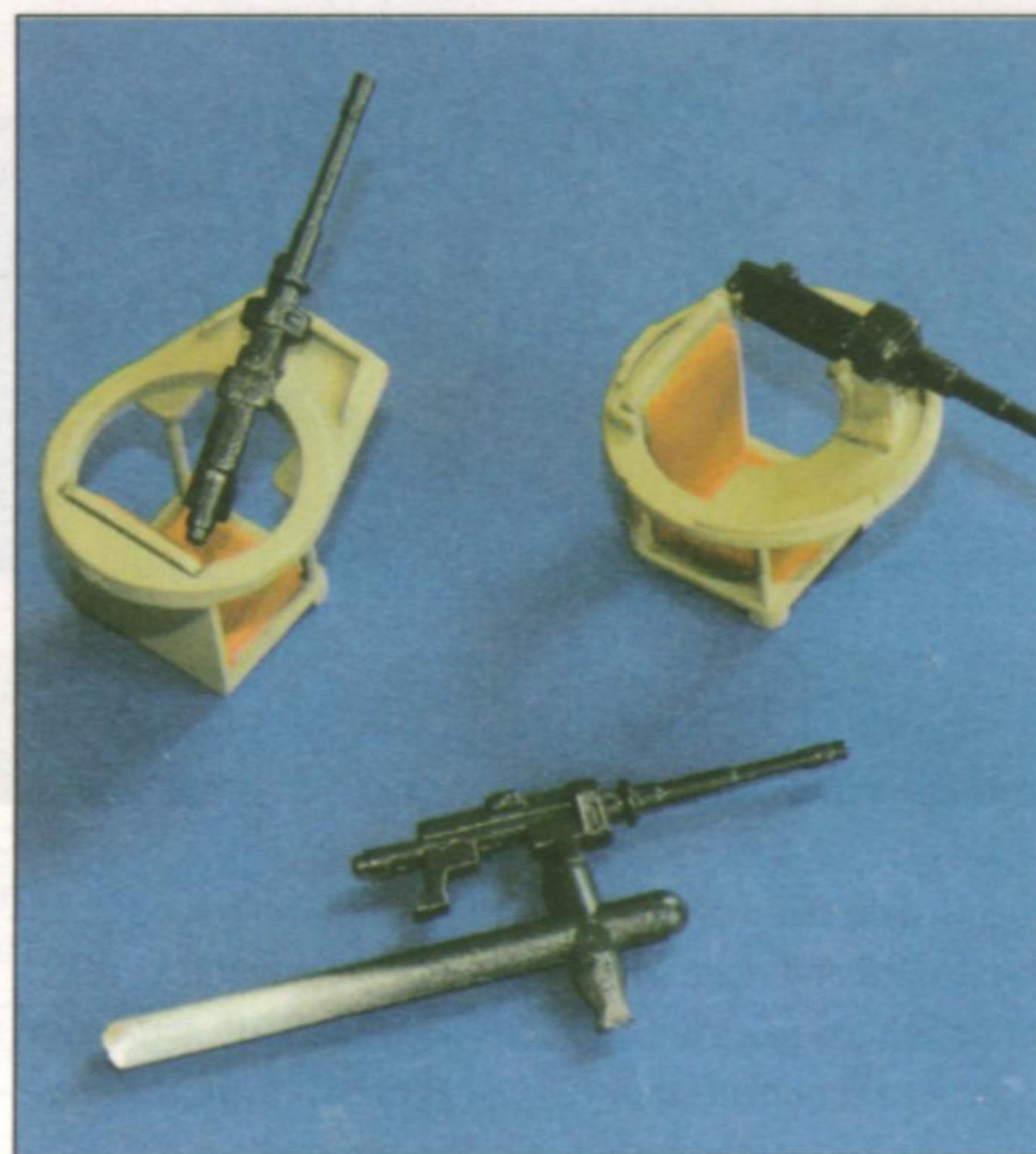
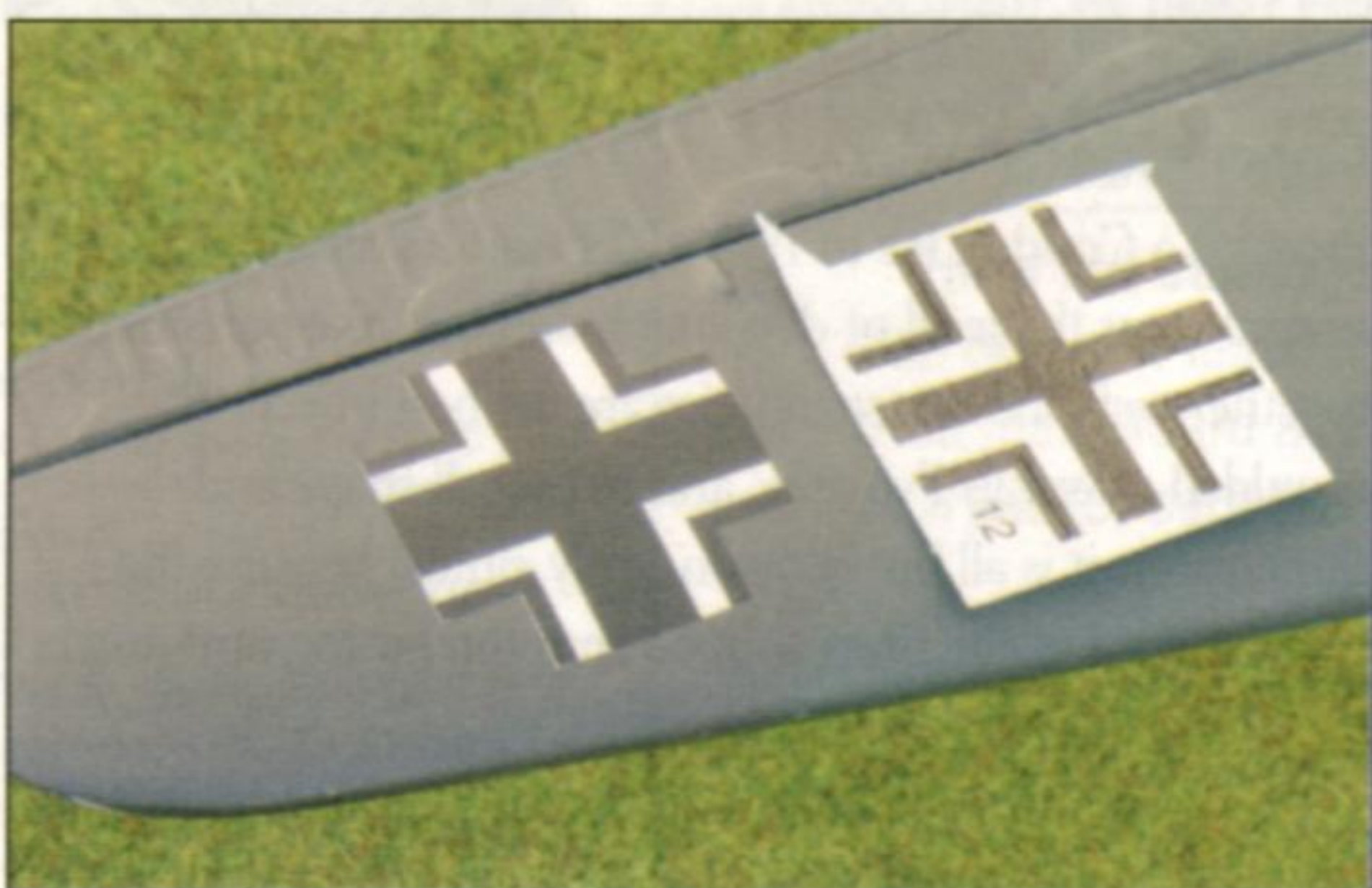
I changed two of the kit's decals as I wasn't convinced of their accuracy



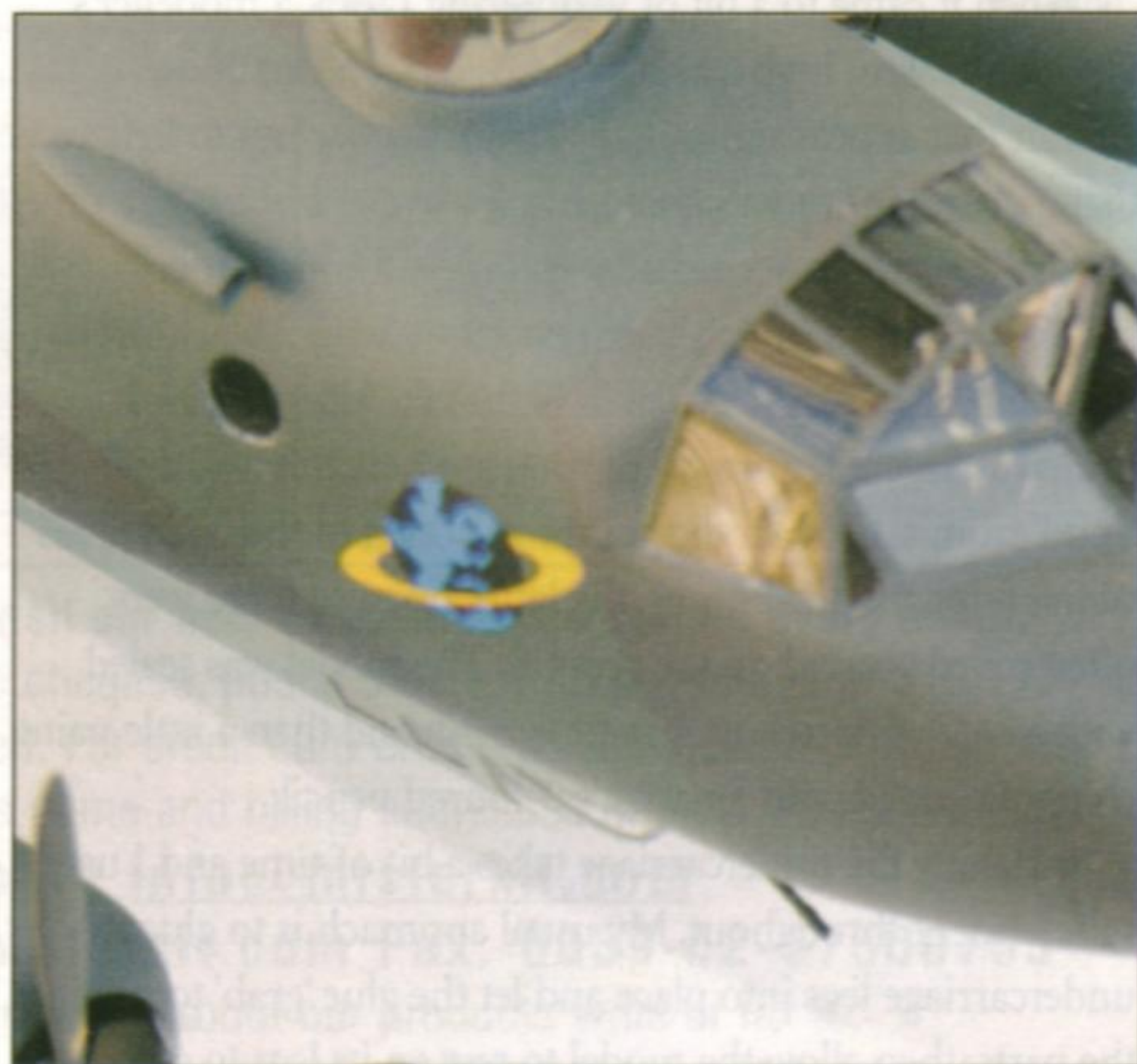
Few could fail to be impressed by the fidelity and engineering of the undercarriage. All you need are small flats filed on the tyres



I had to add the Lorenz aerial and the trailing aerial mast under the wing centre-section



The guns and their mountings are unconvincing, but I can live with them until some better references come along. They do not have to be permanently glued in place



The revised air intake is possibly a bit too large but looks more realistic

Top panels were glued in place against the fuselage sides to get a good fit and reduce the need for cleaning up the join line. Next, two spars were made up from H-section Plastruct which extended across the centre-section from one dihedral break to the other. A cutout had to be made in each of them so they could cross the fuselage floor, and they were firmly glued to the upper wing panels to make sure the top of the centre-section was perfectly flat. Care had to be taken to make sure they did not foul the wheel wells or the very few internal braces within the kit structure.

I have heard adverse comments about the lack of detail within the wheel wells, for they are nothing more than simple boxes to give the complicated struts their anchors. I don't have a problem with this, for once the legs are in place you can't see much in the wells.

Once the tops of the wings were stable the lower centre-section could be added, and then the undersides of the outer wing panels. Once again the kit parts had warped and some care was needed to get the outer panels together while keeping them straight. I found it best to work from the trailing-edges where the plastic was thickest and used plenty of clothes pegs to hold the parts in alignment as glue was applied.

All that the model then required was the addition of the tailplane halves to ready it for an overall joint line check. One item to note, the tip 'finlets' aren't part of the tailplane, they're mass balances for the elevators and they're poorly shaped and undersize. A few seconds with a razor saw gets rid of them and new ones can be made from plasticard. All the control surfaces were added at this stage, but I left the cowlings off until final assembly as it would make the spraying of the exhaust stains a lot easier.

I'd made sure the windows had been securely glued in place before the fuselage halves were joined so I was confident that I could mask off the windows by laying a piece of masking tape over each one, burnishing it down well and

then running a new scalpel blade around the edges. The main transparencies were masked off the same way and the very prominent framing made this task fairly simple. Just be careful not to overrun the edges of the windows as the plastic is very soft and a cut mark will be almost irreparable (guess how I know?)

After adding a few final details to the cockpit the coaming was sprayed RLM 66 and the front and rear gun positions in the gondola finished with RLM 02. The lower front gun was cut in two where it passed through the transparency and the breech glued in place, then all the canopies apart from the upper gun positions were fixed. Damp kitchen roll was used to plug all the openings (upper gun positions, wheel wells, cowlings fronts and the access door) and some final details had to be added.

Kit items included the cabin ventilation outlets, aerial mast and pitot tube, but a few scratch additions were needed. These included the trailing aerial mast to the rear starboard side of the gondola and a Lorenz aerial on the underside of the centre-section. Some aircraft had a 'taboo track' of widely varying design just behind the flight deck. This was, I assume, to prevent the cannon causing blast damage to the canopy windows, for there was no risk of the gunner actually shooting the nose off!

Colouring up

A coat of Halfords primer was applied first and the model checked over. There were a couple of poor areas but nothing that couldn't be fixed with a bit of correction fluid and a quick sanding with wet-and-dry, then a second coat prepared the model for its final finish.

The Condor is a bit like a Model-T Ford in that you can have it in any colour you like as long as its RLM 65 on the underside and RLM 72/73 splinter camouflage on top. Even those on the Russian front with yellow theatre markings were only 'borrowed' from the maritime

squadrons and would have kept the paint even if the fuel tanks were taken out of the fuselage.

I used Polly Scale acrylics throughout and hard-masked the demarcation lines with Tamiya masking tape, first applying the underside RLM 65 and then the RLM73, which is fractionally lighter than the RLM 72. I couldn't find a definitive camouflage pattern so had to make it up as I went along, taking my cue from a number of useful photos in the various titles listed below. A coat of Aeromaster gloss varnish was applied before decaling.

I have to say that the decal sheet is the least attractive part of this kit. Not the decal material, which is superb and the equal to the best aftermarket sets, but several aspects leave something to be desired. The swastikas are segmented so the image doesn't appear in full until the two parts are married up on the tail. This is a small price to pay considering the politically correct option would be no swastika at all, but they looked seriously oversize. There was some variation in their size and position during the Condor's career so I'm not worrying too much about it.

Other problems aren't so acceptable. There's no supplementary stencilling: no prop markings, no fuel warnings, no walkway lines. The 'F' on the side codes doesn't match the other letters at all, being obviously larger with a much broader stroke and I couldn't bring myself to use it. I managed to modify the 'H' from the code letters on a Revell He 111 kit to form an 'F' of suitable size and pattern. The fuselage cross is a bit odd in its proportions, but looking through the Warpaint monograph showed a wide variation in styles so I accepted this. The upper wing crosses look unlike any other German crosses I've seen. I can't say they're wrong with any authority as I don't have definitive knowledge, but I couldn't live with them, so I substituted two crosses of the same overall size from the He 111 kit.

Finally, the unit insignia, that famous 'Ring around the World' which referred to the Condor's pre-war long-range



flights, didn't sit well with me. The kit offerings are too large, handed left and right, have the sea in white rather than the more familiar pale blue, and don't have the North and South American continents shown. I had in my scrap box the decals from the Koster offering which have a too-dark sea but in other respects are (to my eyes) more accurate (or less inaccurate), so I substituted these for the kit's.

When it came to a bit of weathering I took a modeller's viewpoint. Most high quality photos of Condors show aircraft that appear unnaturally clean. I chose not to believe that a quartet of radials could run for over 12 hours at a time and fail to leave major exhaust stains on the airframe. I sooted the model up fairly extravagantly with a black-brown mix of Tamiya acrylics, then gave the tyre sidewalls and undercarriage a serious bit of mud spray. A thin wash of 'mud' from artist's acrylic paint was added to the tread areas of the tyres and the bombs, the latter because there were often rolled around on the ground. The model was sealed with a coat of Aeromaster matt varnish and then a little paint chipping added with an artist's coloured pencil.

Installing the undercarriage takes a bit of time and I used tube cement throughout. My usual approach is to glue undercarriage legs into place and let the glue 'grab' to stabilise the parts, then allow the model to rest on its legs to gently compress the joints under the model's natural weight, with blocks arranged to stop it collapsing before the glue is dry. On the Fw 200 the undercarriage geometry is such that the weight of the model would pull the legs out, so my advice is to leave the wheels off until the legs are properly fixed. The wheels are convincing but back-to-front; first you should build, clean up and paint the tyres and then fit pre-painted hubs. In this kit it's the other way round and the joint line has to be cleaned up last.

The cowlings fit where they touch, which is at the six and nine o'clock positions when viewed from the front. As an aside, it's unusual to find a modern kit that doesn't allow for a choice of open or closed cooling gills, but with Trumpeter's chosen method of cowl fixing there's not much option.

I was also a bit surprised by the propellers. When was the last time you saw a new-mould aircraft kit with one-piece propellers and spinners? It makes painting a bit awkward, and they really need the cooling air inlet holes in the spinner tips drilled out. However, once cleaned up they passed muster.

Bomb load in the kit consists of a pair of SC500 bombs, which are generally accurate in shape and size but lacking in detail and not entirely appropriate. The usual bomb load for an armed reconnaissance would be four SC250 bombs on the underwing stations, but a pair of 1,000-pounders might be carried, so I chose to live with them. Besides, I couldn't find four identical SC250s in the spares box.

The A- and B-stand are also added at the end of construction. These gun positions aren't convincing and I can't believe they're true-to-scale, but like other 'failings' in the kit they'll give the informed enthusiast or the aftermarket industry something to do. I believe the rear position should have a simple gun ring, while the power-operated front position should have controls, sights and ammo feeds.

Finally, the door was attached in the open position (but builders will have to create their own access ladder), the navigation lights were added from Tamiya clear red and green paints over a neutral grey base, and the aerial wire made from heat-stretched clear sprue.



Conclusion

Pros: it's a Condor. It's to 1/48 scale! And it's affordable! In several areas the level of detailing is sublime, the parts fit together well, the transparencies are the best injection moulded offerings I've seen, and in overall shape and dimensions it is all but spot-on (only almost because the leading-edge of the fin is about 3 mm too far forward and the fin itself is a bit too thick).

So what is there to complain about? Just like the full-size original, it's too fragile. This is a serious problem. As kitted the model cannot support its own weight and even with my additions of a couple of substantial centre-section spars the model was creaking and groaning as I sanded down the

Cons: in scale model kit terms they are minor and probably to encourage the aftermarket. The kit offers lowered flaps and retracted oil coolers - see a photo of a Condor on the ground and it's the other way round. In some areas the parts-count is commendable - look at the exhausts and the parts in the undercarriage - but in others it's over-simplified. The lack of optional parts was also disappointing, for example a couple of extra transparencies for an Fw19 front turret and different gondola fronts with various bombsight fairings and gun mounts would have allowed the construction of most of the C-3s and C-4s.

However, it must be said that dealing with these 'cons' may have crossed the manufacturer's mind but could only have been dealt with by increasing the cost. My only real concern is the lack of strength.

In summary, it's a belter of a kit for the slightly more advanced modeller. I didn't try too hard to introduce extra detail, partly because I didn't have the required references, but this kit does go together well and will reward some extra work. Correct those gun positions, open up the beam gun positions and the bomb bay doors, convert it to a C-3 with a full war load (get four sets of the Jabo conversions 'with optional anti-shipping nose ring' from the publishers of this magazine for sufficient accurate SC500s and SC250s) and fill your boots!

David Batt



joint lines. Trumpeter, please don't change your approach to the external parts, but with big models like this do provide us with an internal structure to give the model a bit of strength. For the fuselage, if the bulkheads fitted properly then the final structure would have been a lot stronger, though the unsupported top joint would still need some sort of help (perhaps the true-to-scale, though unseen, air ducting?). The wings should have an internal structure, perhaps a couple of centre-section spars to support both wings and undercarriage bays, interlocking with outer wing spars to set the correct dihedral, and full-chord ribs at various positions to support the joints.

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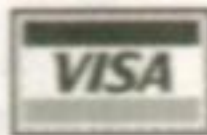
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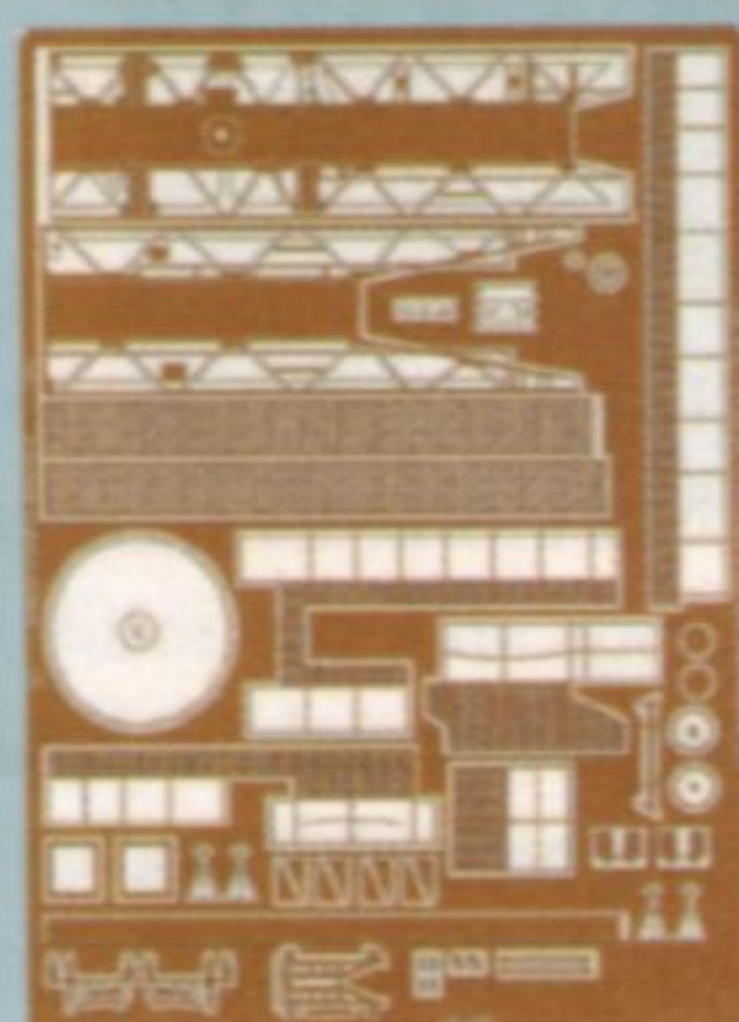
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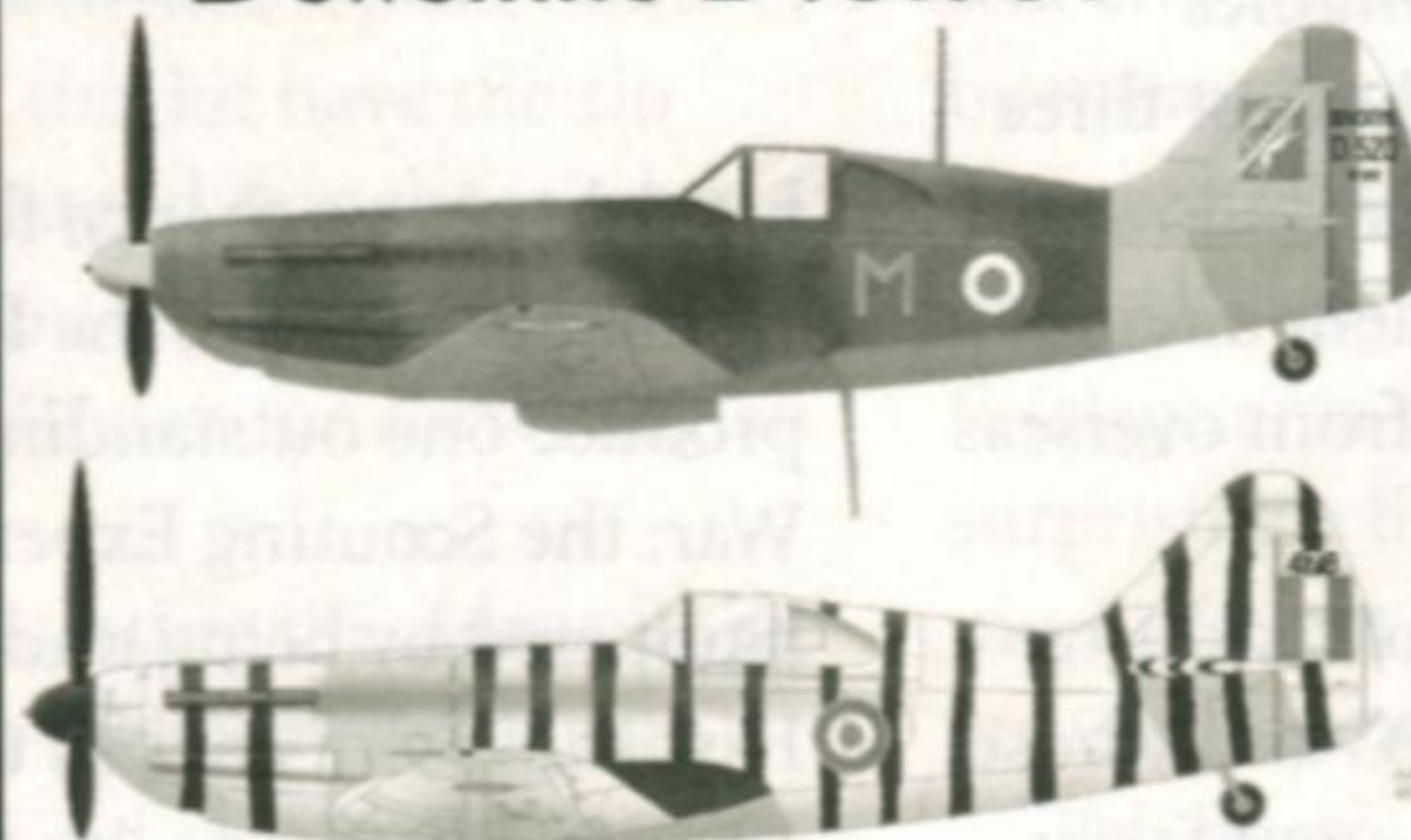
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The Empire Strikes Back

The S.E.5a and Bristol F.2B turned the tide against the German Air Service in WWI.
Chris Cowx models them from Roden's 1/48 scale kits

Roden have lately been winning the hearts and minds of Great War aviation enthusiasts with a series of excellent kits. Their Sopwith 1-1/2 Strutter and Nieuport 28 filled two large gaps in the available kits; Fokker D.VIIs have added further to their laurels.

Two recent 1/48 scale releases have been the S.E.5a (Wolseley Viper engine version) and the Bristol F.2B. Together with the Sopwith Camel and the SPAD S.XIII, these two aircraft were responsible for wresting control of the air from the German Air Service after the disastrous spring of 1917. Other than the limited-run Blue Max kits no injection moulded examples of these two aircraft kit have been released in decades.

S.E.5a

The S.E.5a had the distinction of being the only truly successful design to come from the much-maligned Royal Aircraft Factory at Farnborough. The factory managed through some of the most poorly thought-out government interference in modern history to achieve a monopoly on all aircraft and engines supplied to the Royal Flying Corps for the first three years of WWI. The government of the day followed a deliberate policy of stifling the independent aircraft industry, even to the extent of ordering from overseas before turning to domestic suppliers.

The result was a series of aeroplanes of lacklustre performance that were forced on the RFC and whose only attributes were that they were stable and fairly easy to fly — handy as few aviators survived long enough to become expert pilots! Eventually the appalling losses were revealed by some Members of Parliament and a review was instigated that slowly



RAF S.E.5a [with Wolseley Viper]

Scale: 1/48th

Kit No: 416

Price: £19.99

Panel Lines: Recessed

Status: New Tooling

Type: Injection Moulded

Plastic

Parts: Plastic 62 (Light Grey)

Decal Options: 3

Manufacturer: Roden

UK Importer: Pocketbond

Ltd



brought about change for the better.

That being said, the Royal Aircraft Factory did produce one outstanding design during the Great War: the Scouting Experimental 5 or S.E.5. Initially hampered by being underpowered by its 150 hp Hispano-Suiza engine, the aircraft came into its own when it was fitted with the upgraded 200 hp Hisso. Supply and production difficulties forced installation of a domestic version of the Hisso called the Wolseley Viper, and with this powerplant it became a solid performing aircraft. It was a stable gun platform and



Bristol F.2B Fighter

Scale: 1/48th

Kit No: 425

Price: £19.99

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Injection Moulded

Plastic

Parts: Plastic 134 (Light

Grey)

Decal Options: 4

Manufacturer: Roden

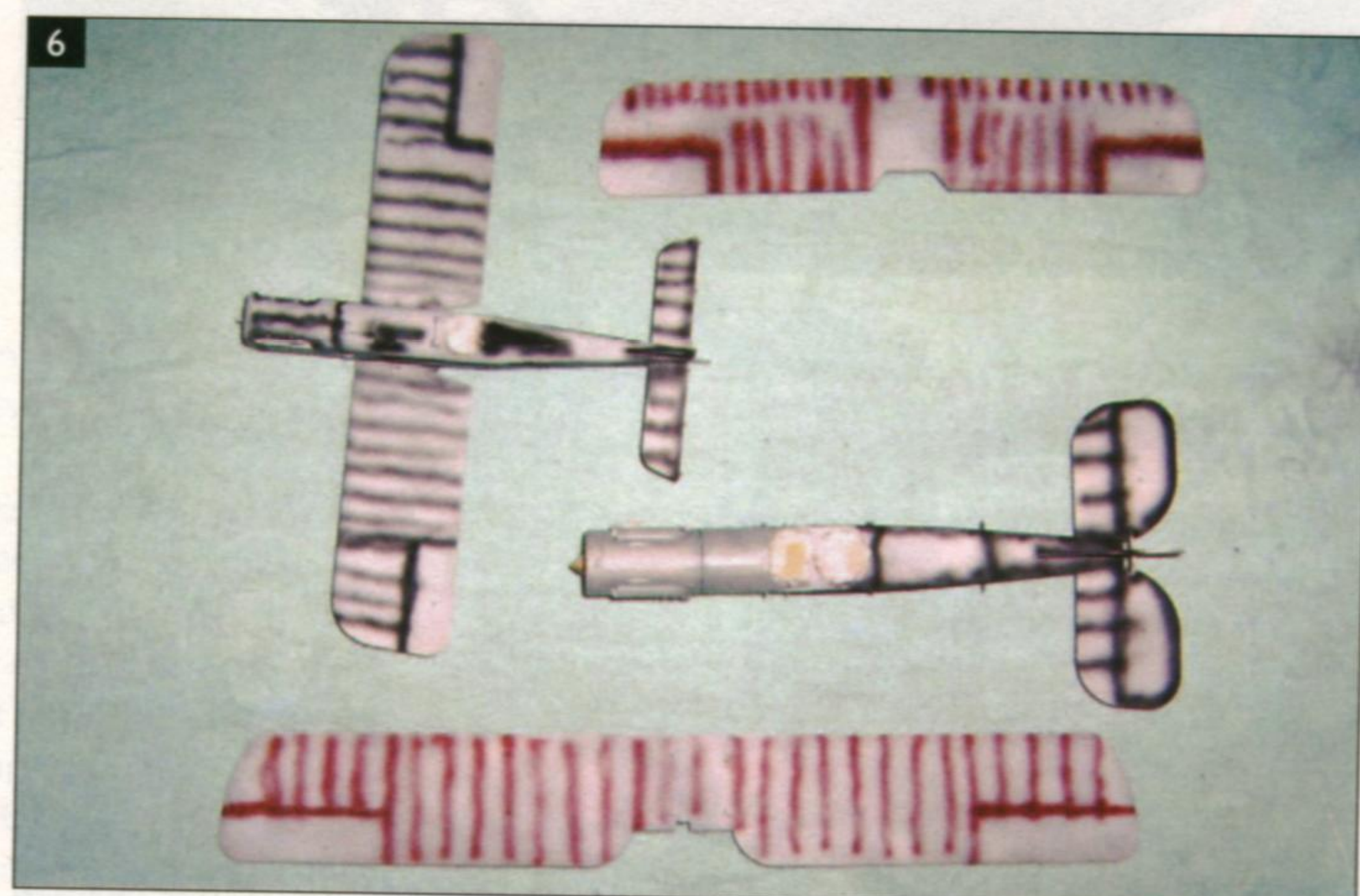
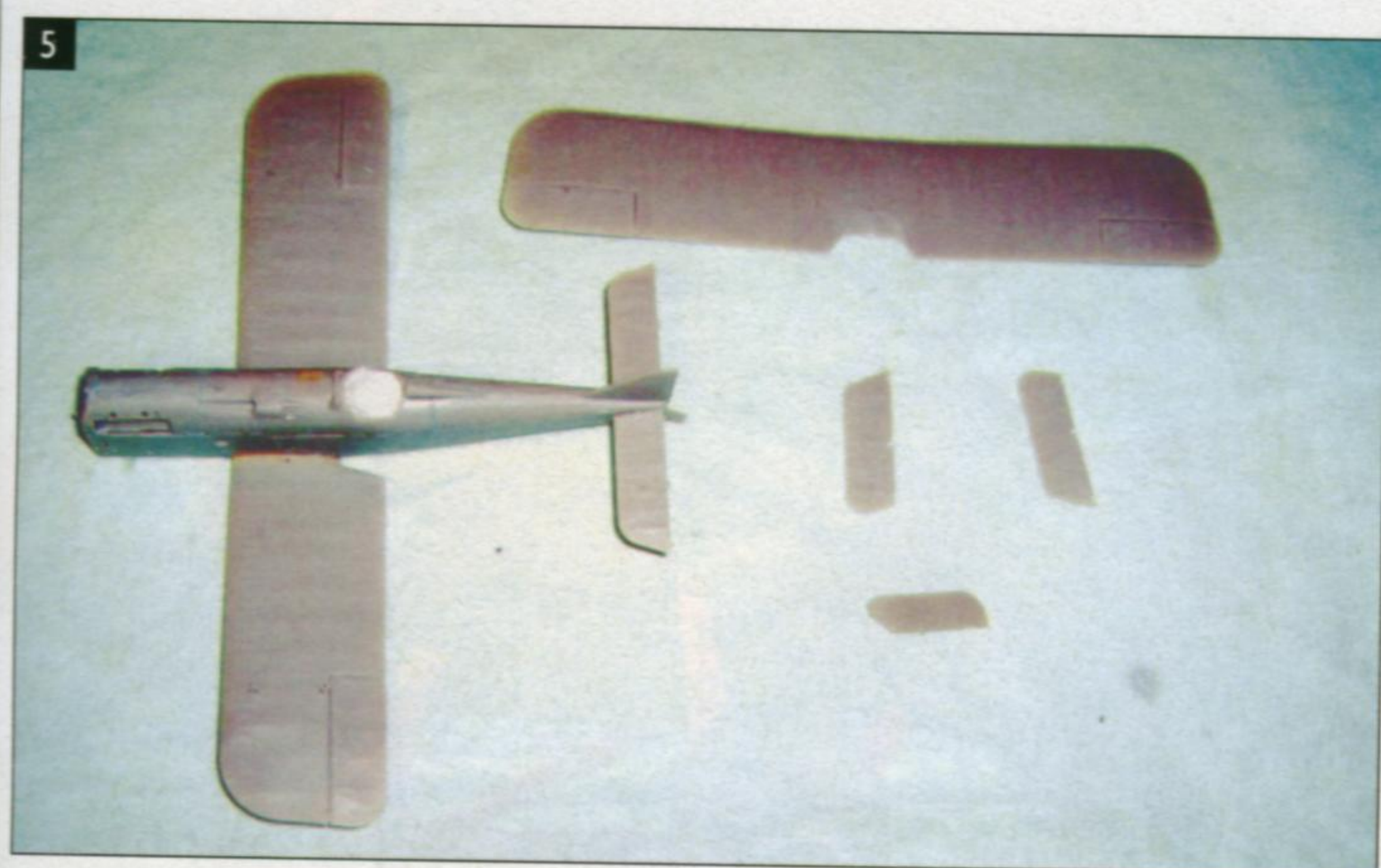
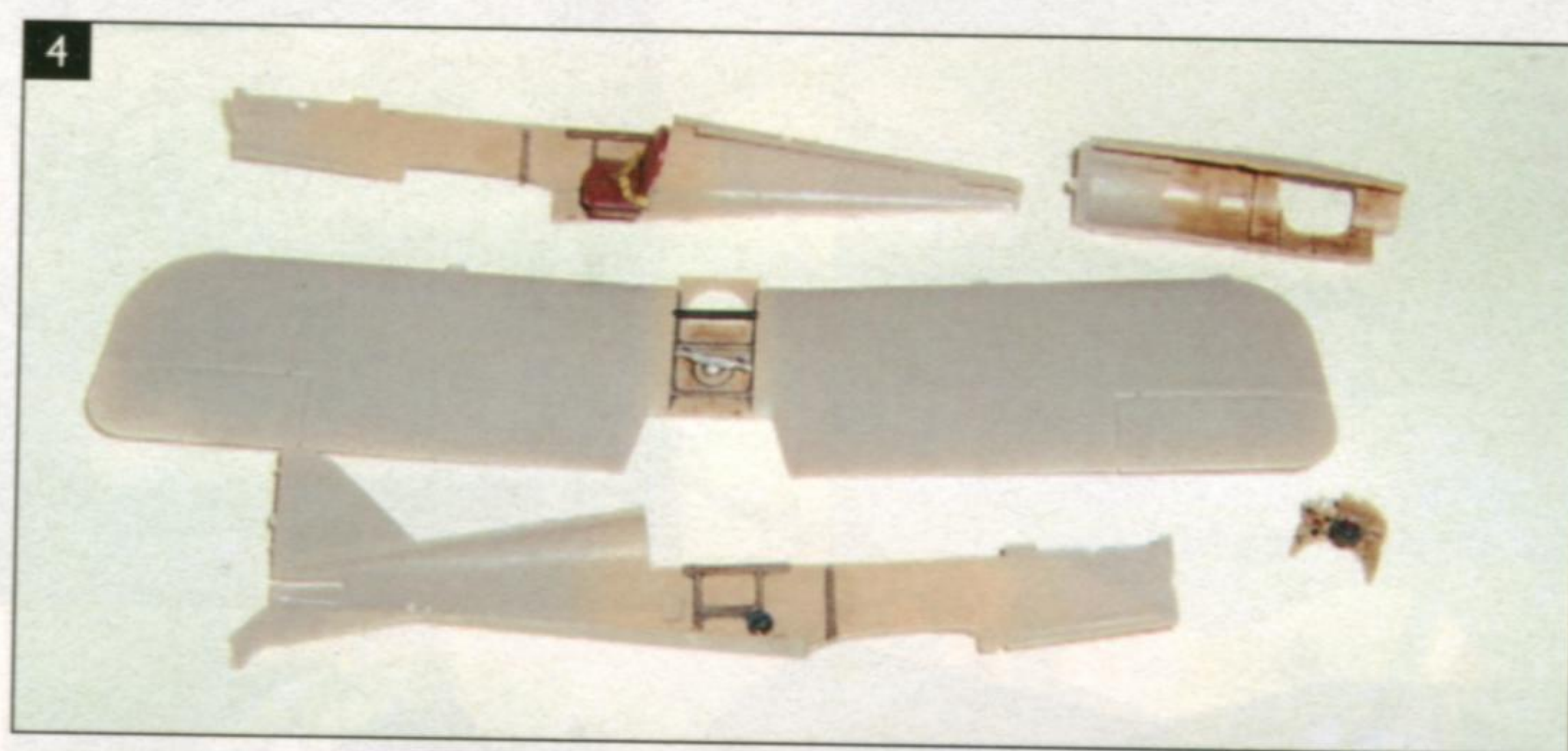
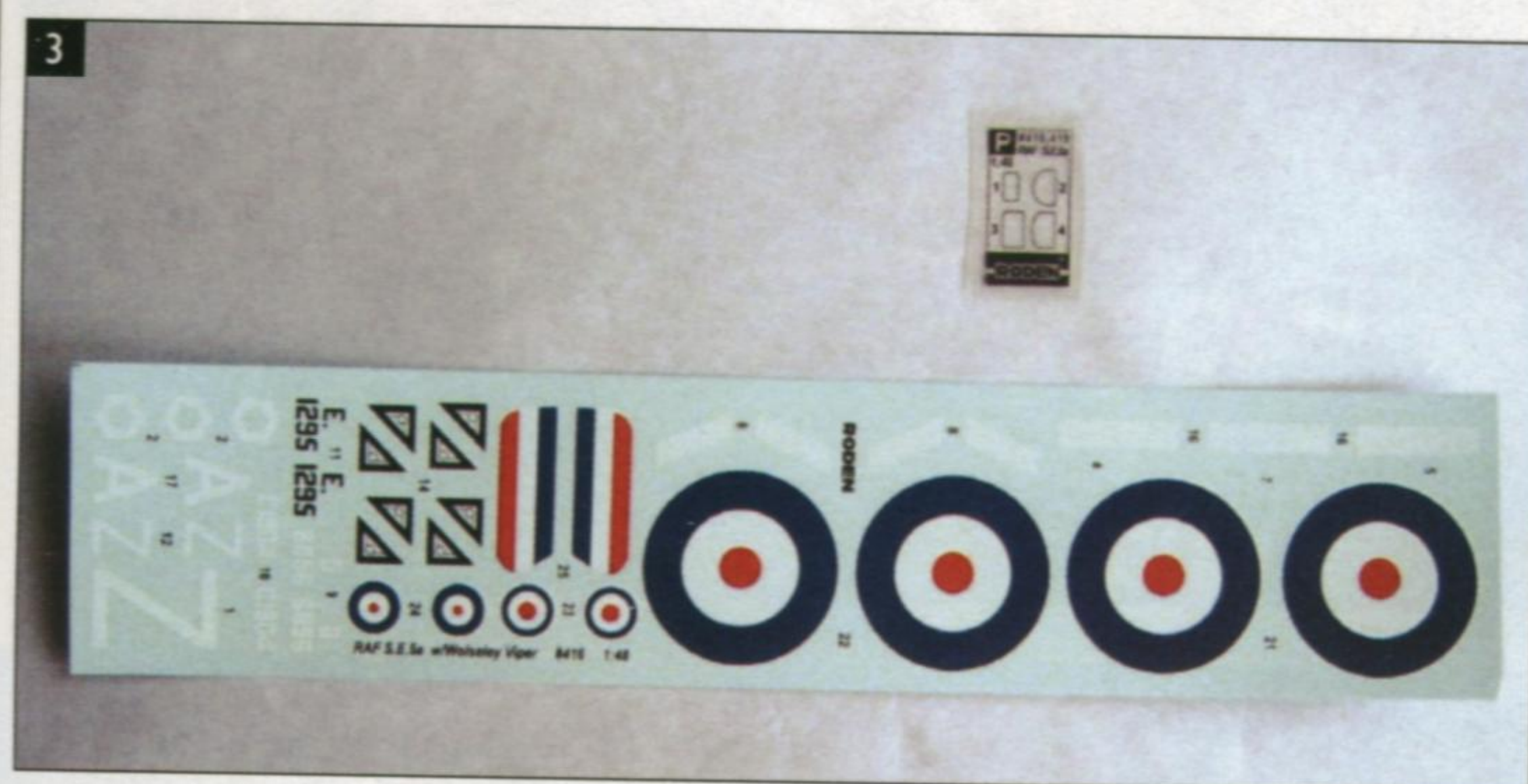
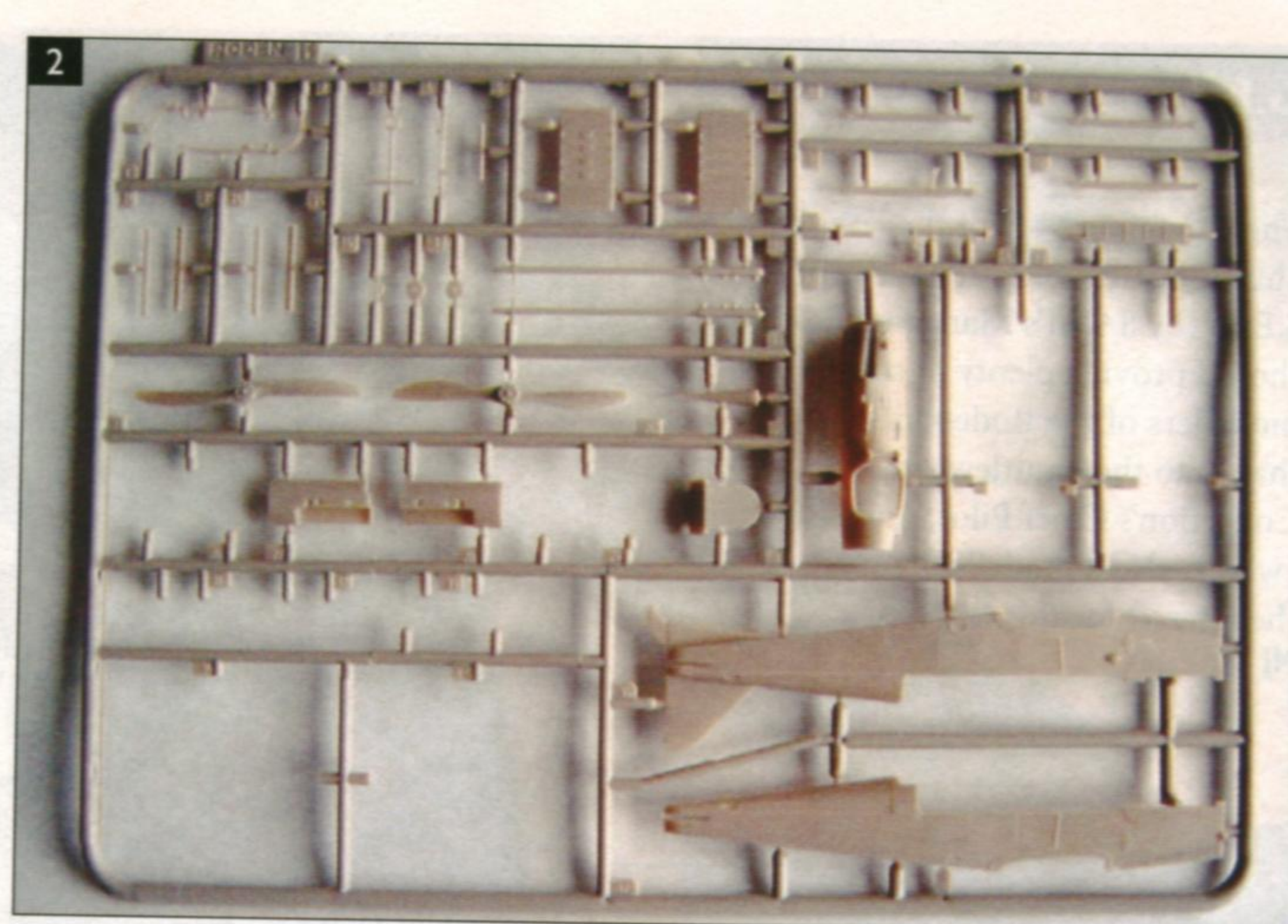
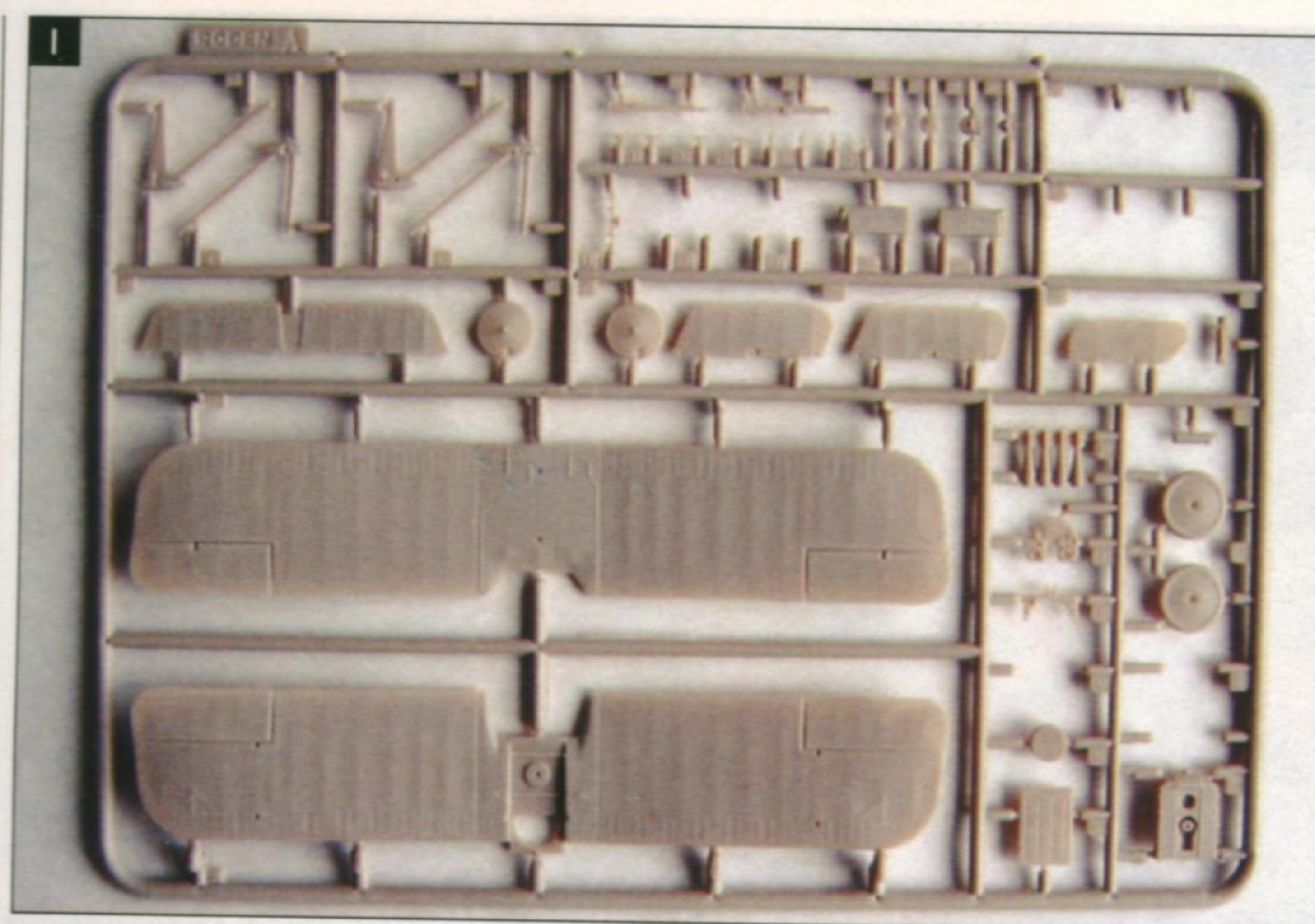
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solved the problems of lack of firepower on the earlier Sopwith Pup and Triplane by using a single deck-mounted Vickers gun and a Lewis gun mounted on the upper wing. It was reasonably manoeuvrable while still being easy to fly, and best of all its top speed of 130 mph was very fast for its day.

The S.E.5a went on to equip squadrons in Western Europe, Home Defense, the Middle East and the US



Air Corps. Many aces such as Mannock, Ball, Rhys-Davis, Bishop and Beauchamp-Proctor flew the type very successfully.

The model

Initial impressions were very good. The kit is moulded in a softish beige plastic that is pleasant to work with. It has some very minor flash that is almost not worth mentioning and the only two sink marks — in the valve cover parts — were easy to fill and not very visible when assembled. The very few ejector pin marks can't be seen when the model is complete. Surface detail is handled beautifully (Photos 1 and 2) and very much the equal of recent Eduard releases.

The kit's engineering is very good, featuring one-piece upper and lower wings making dihedral foolproof, separate wheel centres to aid painting, and separate elevators and rudder for dynamic positioning. The ailerons are deeply scored and could be posed by simply cutting the spanwise line and bending them. Best of all, the kit avoids much of the excessively fiddly engineering, especially around the engine, that marred Roden's otherwise excellent series of Fokker D.VIIs. Some will miss the exposed engine option but overall I think most builders will be happy with the ease of construction that the S.E.5a offers. Obviously the breakdown of was designed to facilitate

other versions of the same airframe such as the earlier Hispano-Suiza engined model, now also available. Different Wolseley versions are possible with the various props and Lewis gun mounts supplied.

Decals provide for the aircraft of Billy Bishop, South African ace Beauchamp-Proctor and Edward 'Mick' Mannock (Photo 3). I chose Mannock, the quintessential 'killer' ace of the Great War and an interesting figure.

When it comes to accuracy the kit is excellent, with one exception. Early releases had rib spacing on the lower wing identical to that on the upper, but this is incorrect. To the average builder this will not offend too badly, but for those who really know the aircraft it may be worthwhile to sand down and replace some of the rib detail. Later releases of this kit have the rib spacing corrected, and I understand that those who have the incorrect wing can contact the manufacturer for a replacement. Hats off to Roden for correcting an error so soon!

I started with the cockpit, painting the sidewalls in a linen colour and picking out the framework with a wood tone. At the same time I did some painting and detailing on the various internal components (Photo 4). All of the paints for the interior were Gunze acrylics except for the gun, for which I used ModelMaster gunmetal metalizer. Speaking of the

gun, the very first thing I did was to loose the rear half of the Vickers as it is invisible once installed. I took the liberty of using some ReHeat instrument decals and installing tape seatbelts, but otherwise I decided to stay strictly out-of-box.

Internal detail was already quite good and the addition of the belts and gauges added that final bit of realism. A nice touch from Roden was the acetate transparent panel just ahead of the starboard side of the cockpit opening.

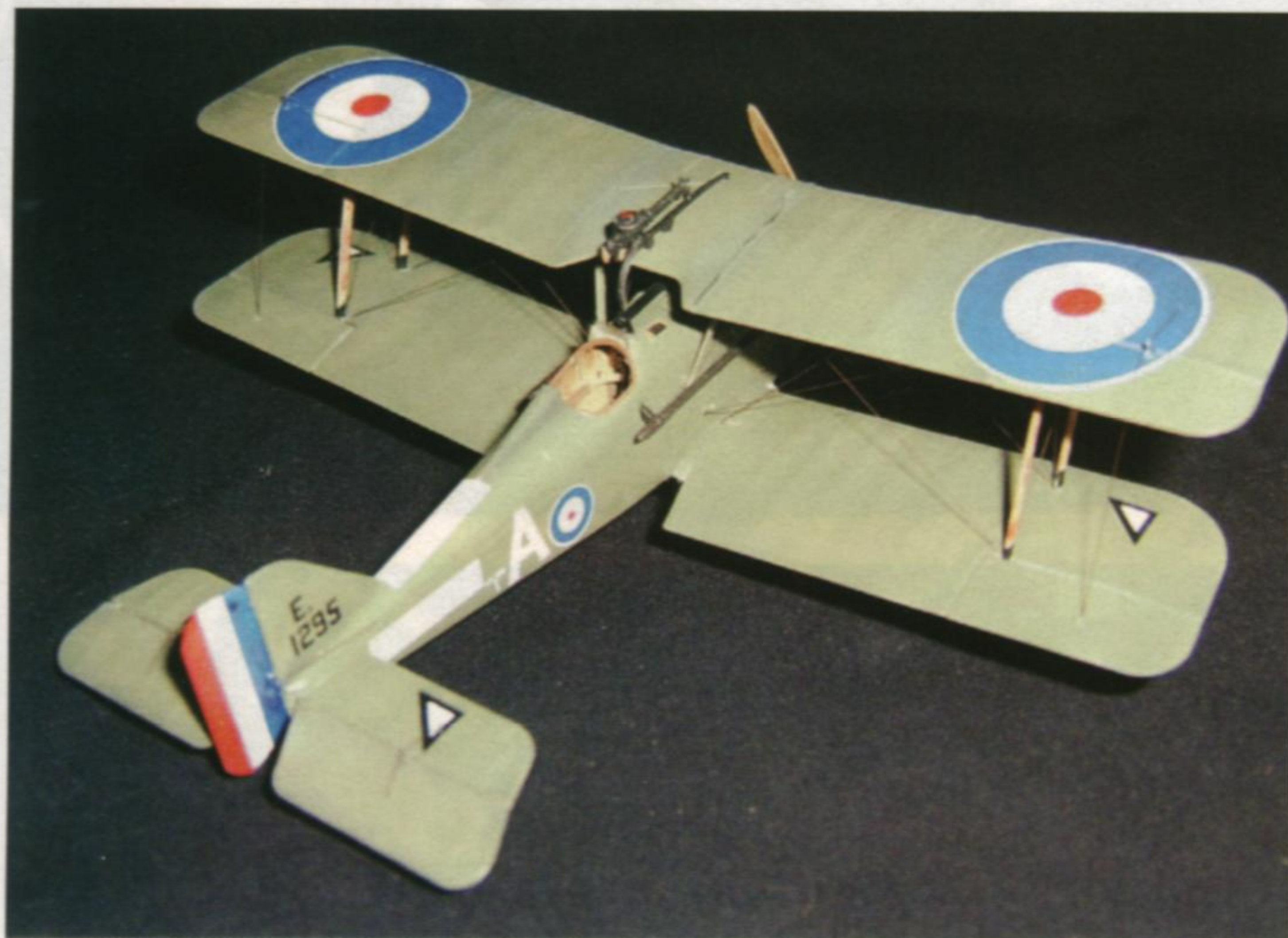
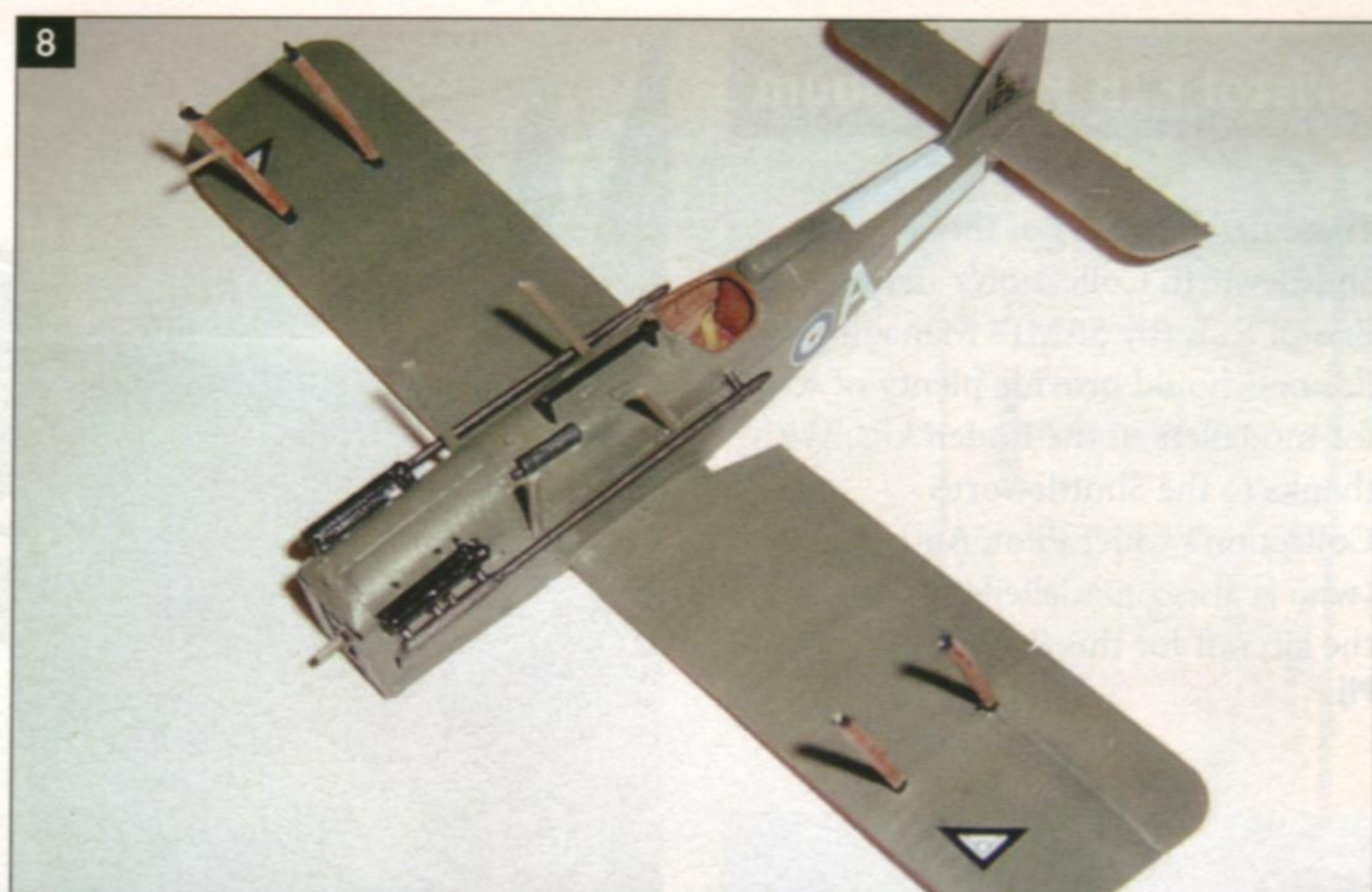
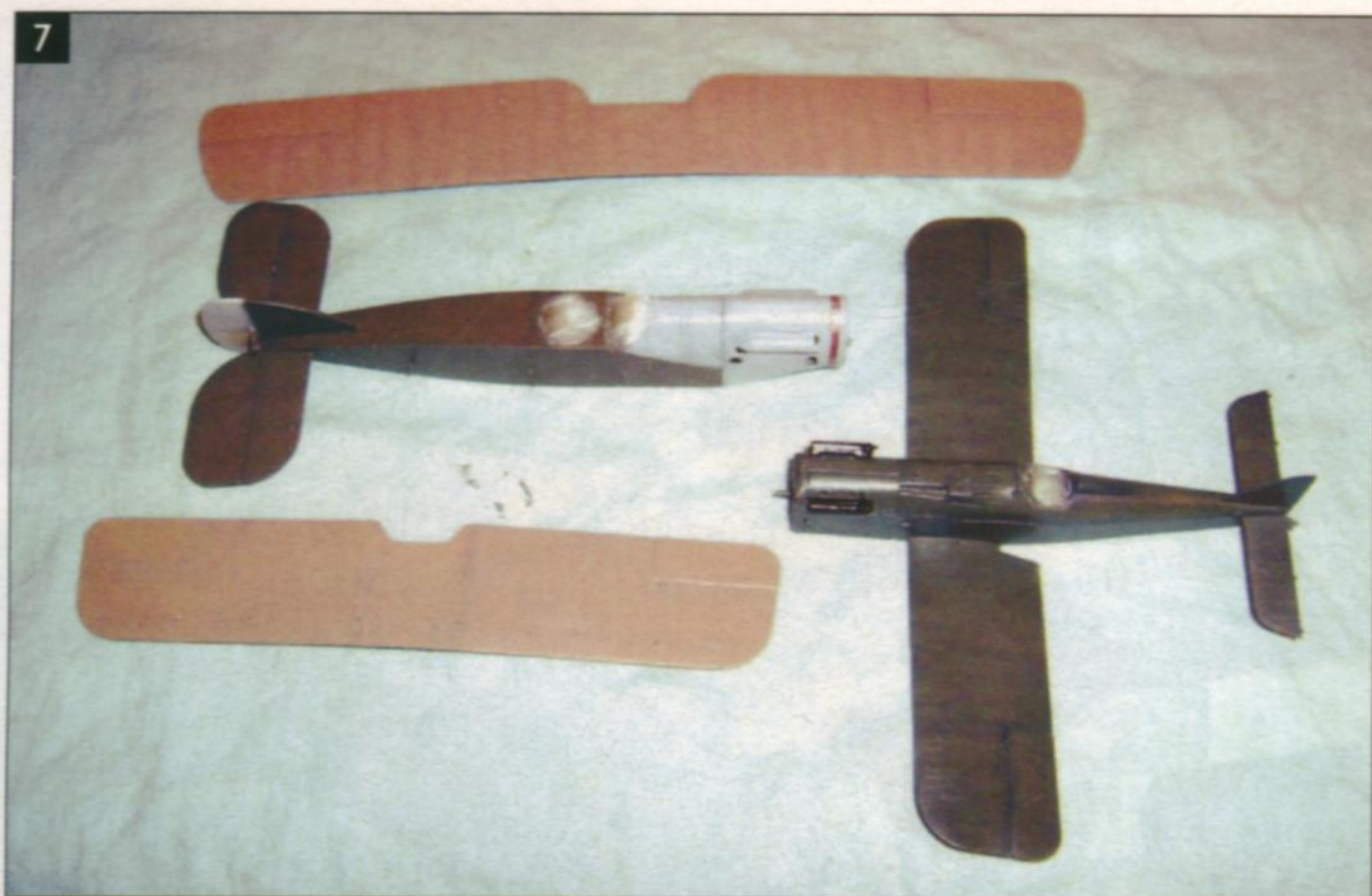
A couple of minor issues that surfaced were the fit of the fuselage halves, seat and instrument panel. I found it necessary to bevel the 'finless' fuselage half for the one-piece fin on the other half to fit well. The seat and instrument panel were a bit wide, but solved by minor trimming. Similarly, I found that time spent cleaning up the 'saddle' where the lower wing goes paid dividends in fit. Overall I found the fit of the fuselage area to be excellent and it went together in surprisingly little time and with almost no putty, most of what was used being due more to modeller error than any fault of the kit (Photo 5).

The horizontal stabiliser fitted fine, and with a bit of cleaning up of their slots the control horns went in well. The next major items were to drill the holes for the rigging, install the prop shaft and the S.E. was ready for the paint shop. I primed the main

S.E.5a Photo Album

These detail photos of the Shuttleworth Collection's airworthy S.E.5a (by SAMI's Managing Editor) should provide plenty of scope for modellers of the Roden kits. With thanks to the Shuttleworth Collection's Chief Pilot, Andy Sephton (who is also a modeller), for access to the aircraft for this feature.
MJ





components with flat white enamel and then pre-shaded along ribs, control surfaces and other areas that I wanted to define, using black for the upper surfaces and a red-brown for the undersides (Photo 6). A coat of slightly lightened PC10 was applied with linen for the undersides, revealing that the pre-shading was subtle but visible and complemented the surface detail well. Smaller parts such as exhaust pipes, Vickers gun and engine rocker covers were painted and installed at this time (Photo 7). Once the radiators had been painted black and dry-brushed silver I was ready to move on. She was starting to look like a real aeroplane!

Next step was to give it a coat of Model Master metalizer sealer in preparation for decals. These have been a bit of an issue in the past on Roden kits, but in this case my experience was quite good. The decals that came with my early issue kit were thin and glossy and had to be handled delicately, but I found that they went down beautifully with Solvaset. With no silvering they truly looked 'painted on', even for the wraparound on the rudder bands where paint is usually a better option. For quality I give them very high marks indeed, similar to the better aftermarket decals.

Now came the second most dreaded part of WWI modelling (after rigging of course!) — installing the struts. I began with the cabane struts and these were the only disappointment. There really was no easy way to install them. Slots are provided but they are at a near 90° angle to how the struts attach. If I hadn't been lazy I would have taken time to put a small tab of card at a right angle on the bottom of each strut and then they would have slotted right in, but I didn't and my attachment was neither as solid or as neat as I would have liked — 20/20 hindsight of course! The interplane struts slotted right into their positive location holes (Photo 8). The landing gear also fitted neatly into its holes, though a slight deepening of them would not have hurt. The next airframe items

were the control surfaces. Since the tail surfaces were separate anyway it made sense to offset for a bit of extra life.

Now it was time to get a few of the smaller parts out of the way (actually, I was just avoiding the rigging!). I took time to paint the wheels, propeller and tyres, put on the rudder stripes on and take care of the other little chores that go into making a model, but I could only avoid rigging for so long. I had drilled blind holes in most of the upper surfaces and then drilled through-holes on the lower wings. Using invisible mending thread, I tied a knot in one end to give the glue a bit of extra bite and inserted it into a blind holes in the underside of the upper wing, securing with cyanoacrylate glue. Once thoroughly dry I put the other end through the holes in the lower wing and attached a haemostat at each point. A drop of CA and a moment to dry and the 'wires' could be trimmed off flush and the paint touched up as

necessary. I had purposely left off the wing roundel decals, and those did wonders for covering some of the thread exit holes. Overall this is a nice compromise in rigging for a kit that is being built for enjoyment, enabling a decent look to be achieved in a few hours, but if I was doing a serious contest entry I would take time to install small hooks and turnbuckles.

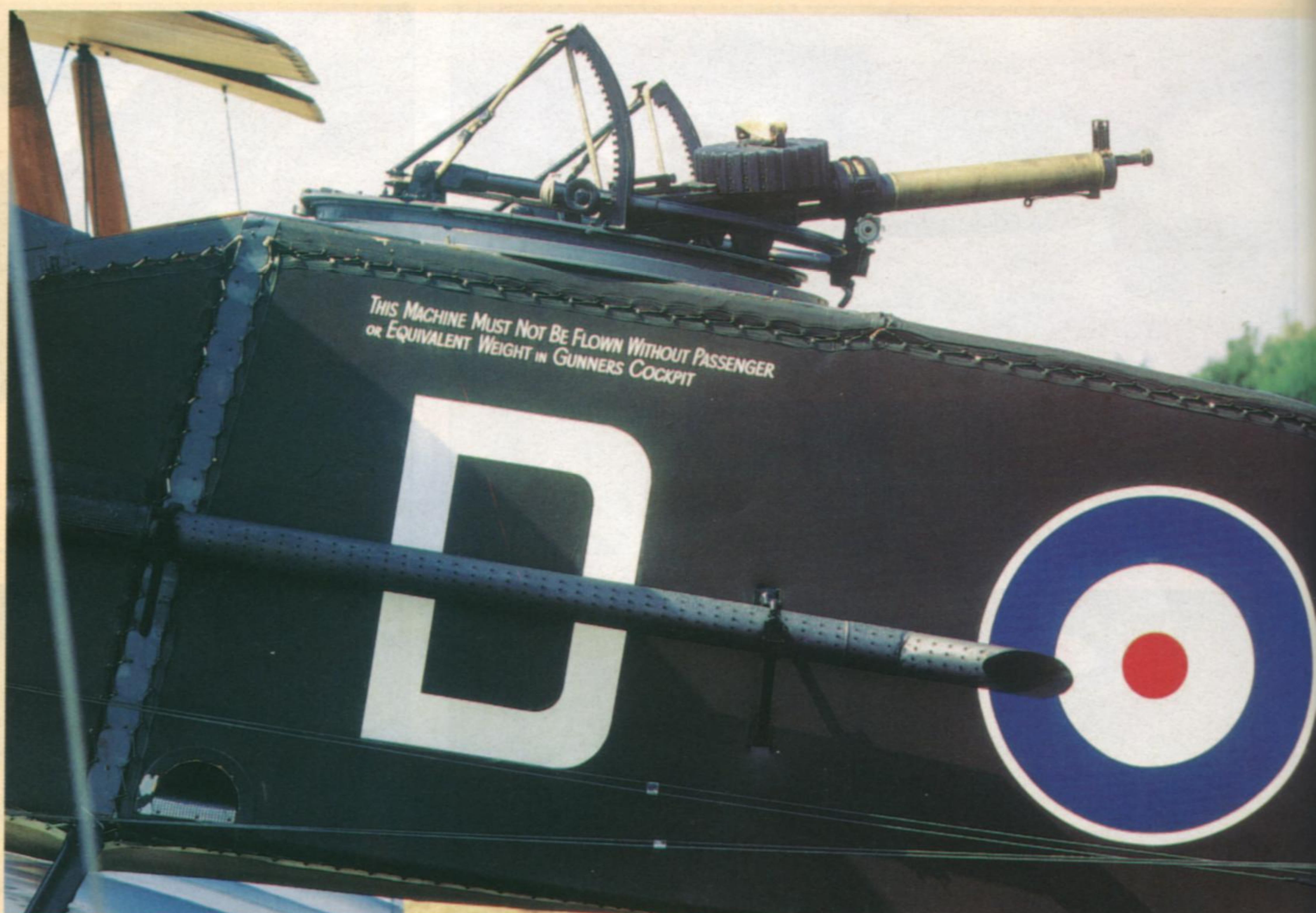
Once the rigging was done then it was time for finishing details. The model was given another coat of Metalizer sealer followed by a mix of Johnson's Future and Tamiya flat base. In addition to allowing you to put just enough flat into it to achieve a nice satin finish this mix also works wonders for hiding minor flaws in paint and CA glue spots, but it will not hide poor building! Last of all a bit of 'mud' was dry-brushed onto the tyres, and with installation of the centre-section Lewis gun and acetate windscreen, there you have it, one S.E.5a!

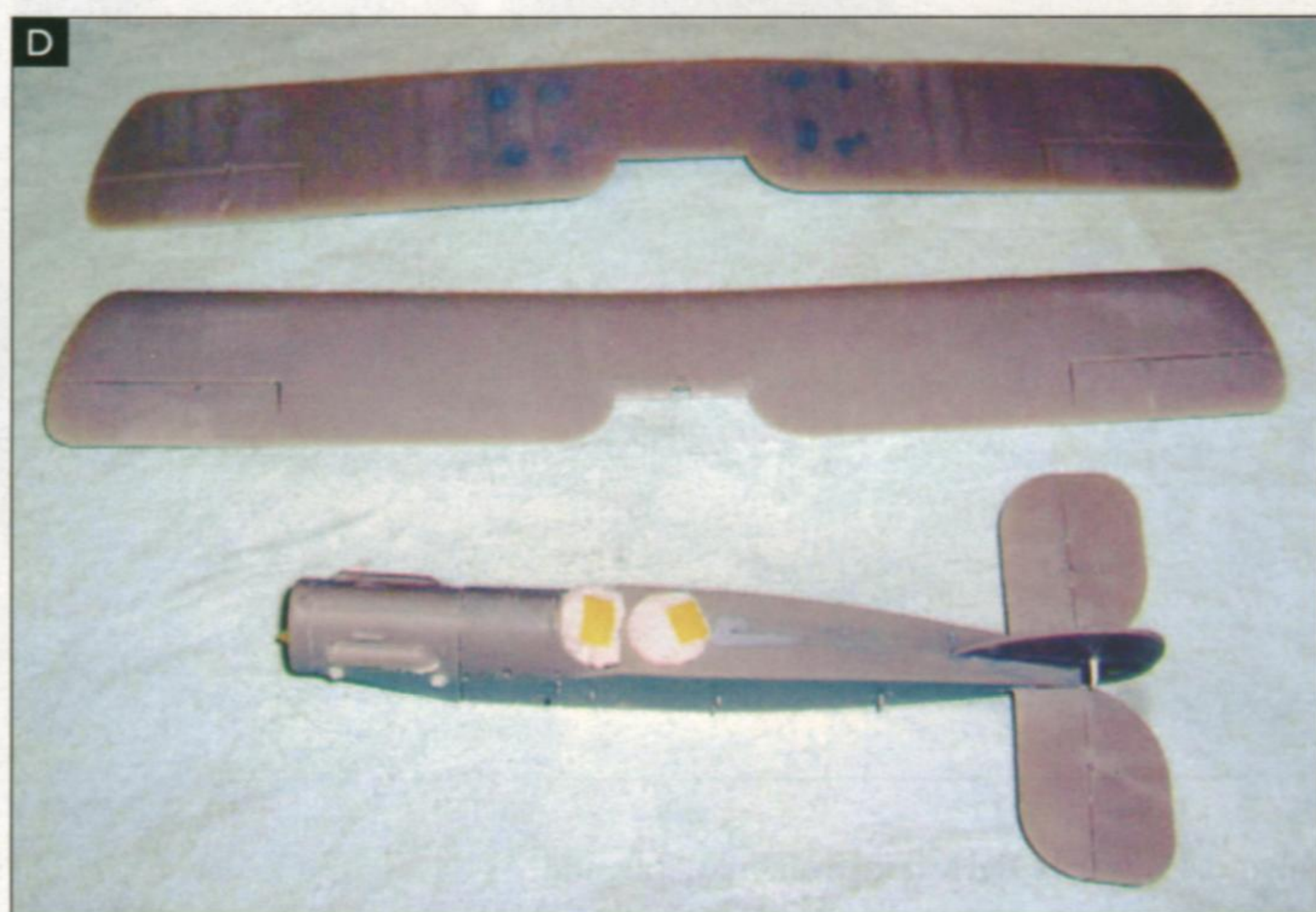
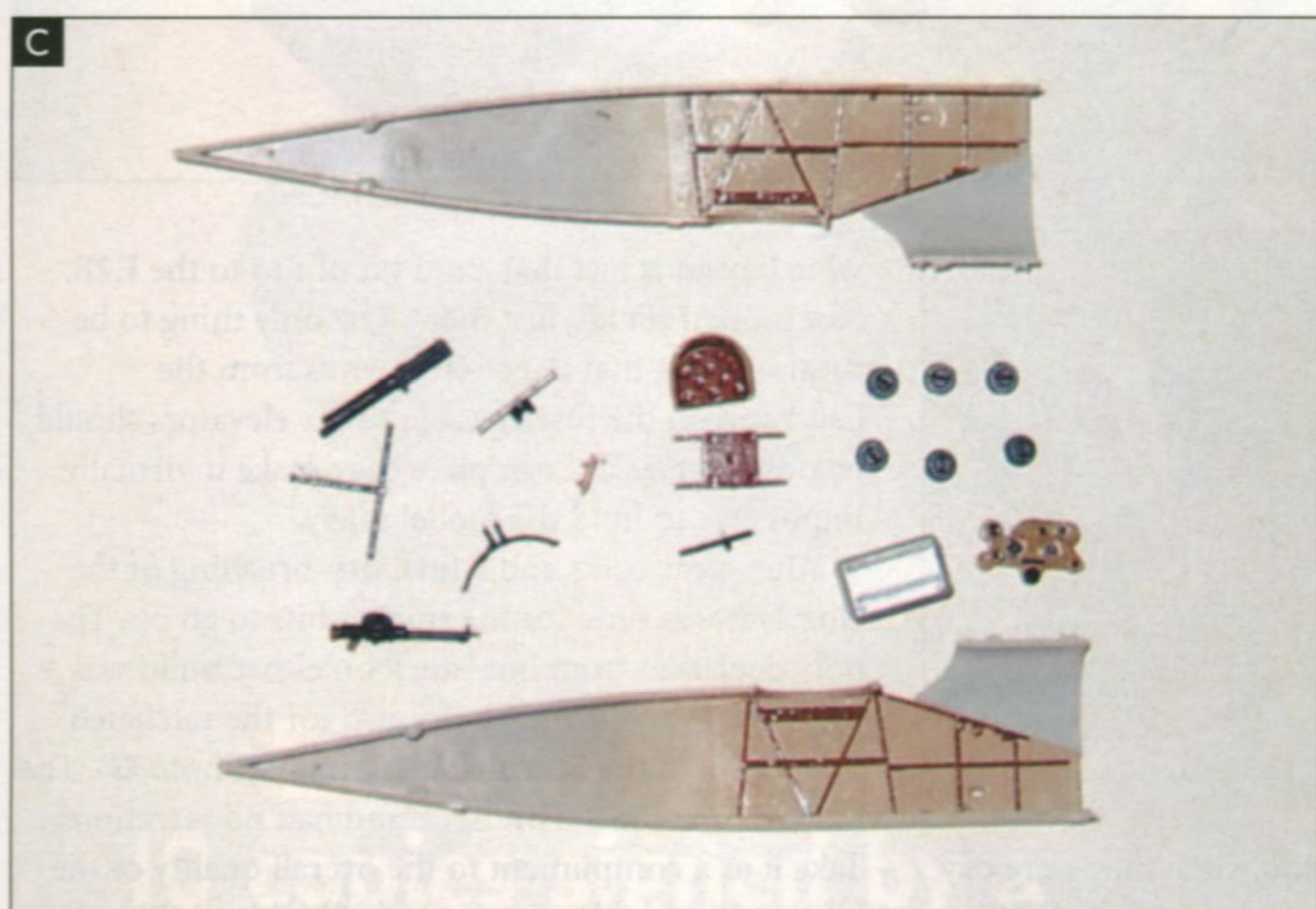
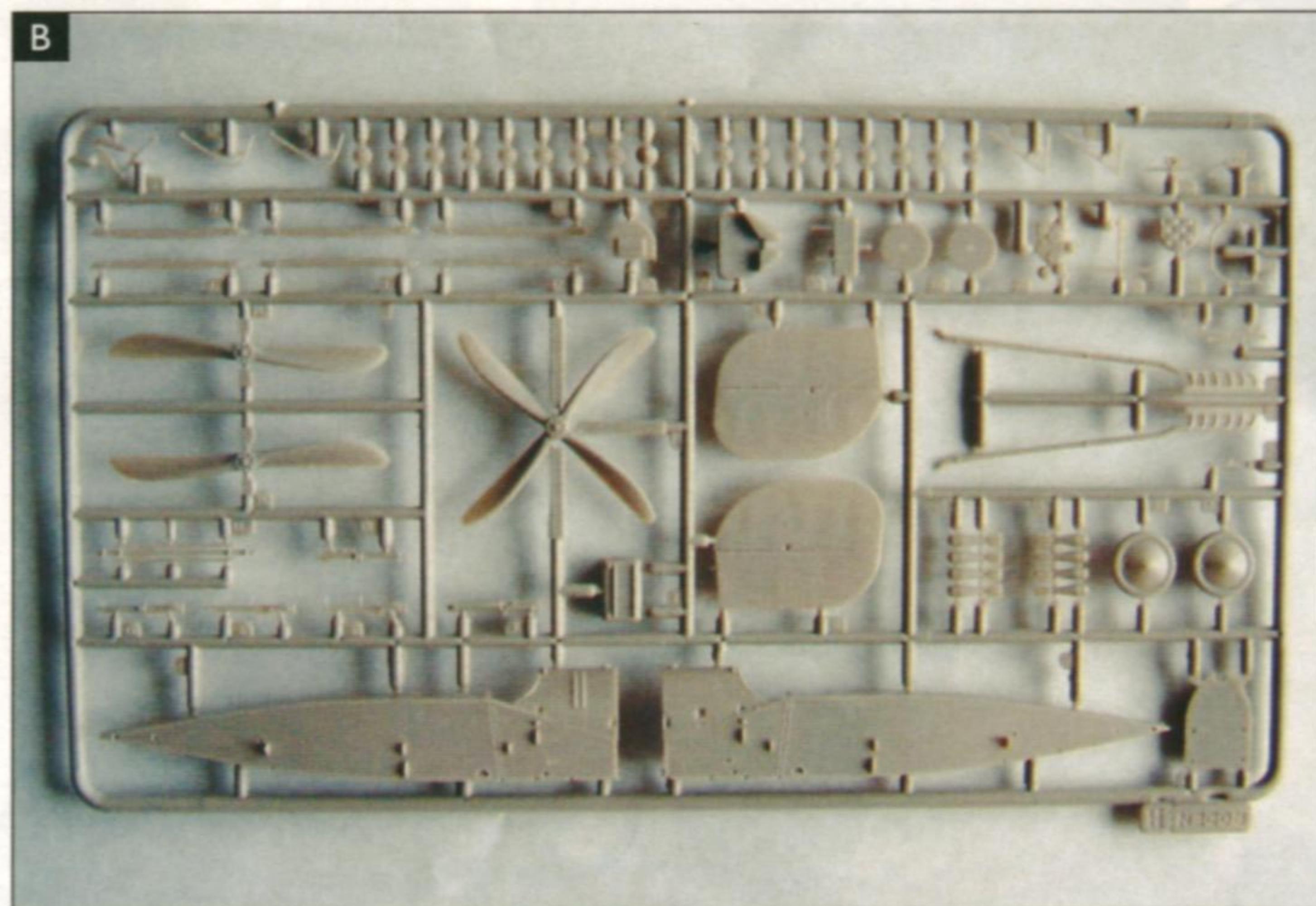
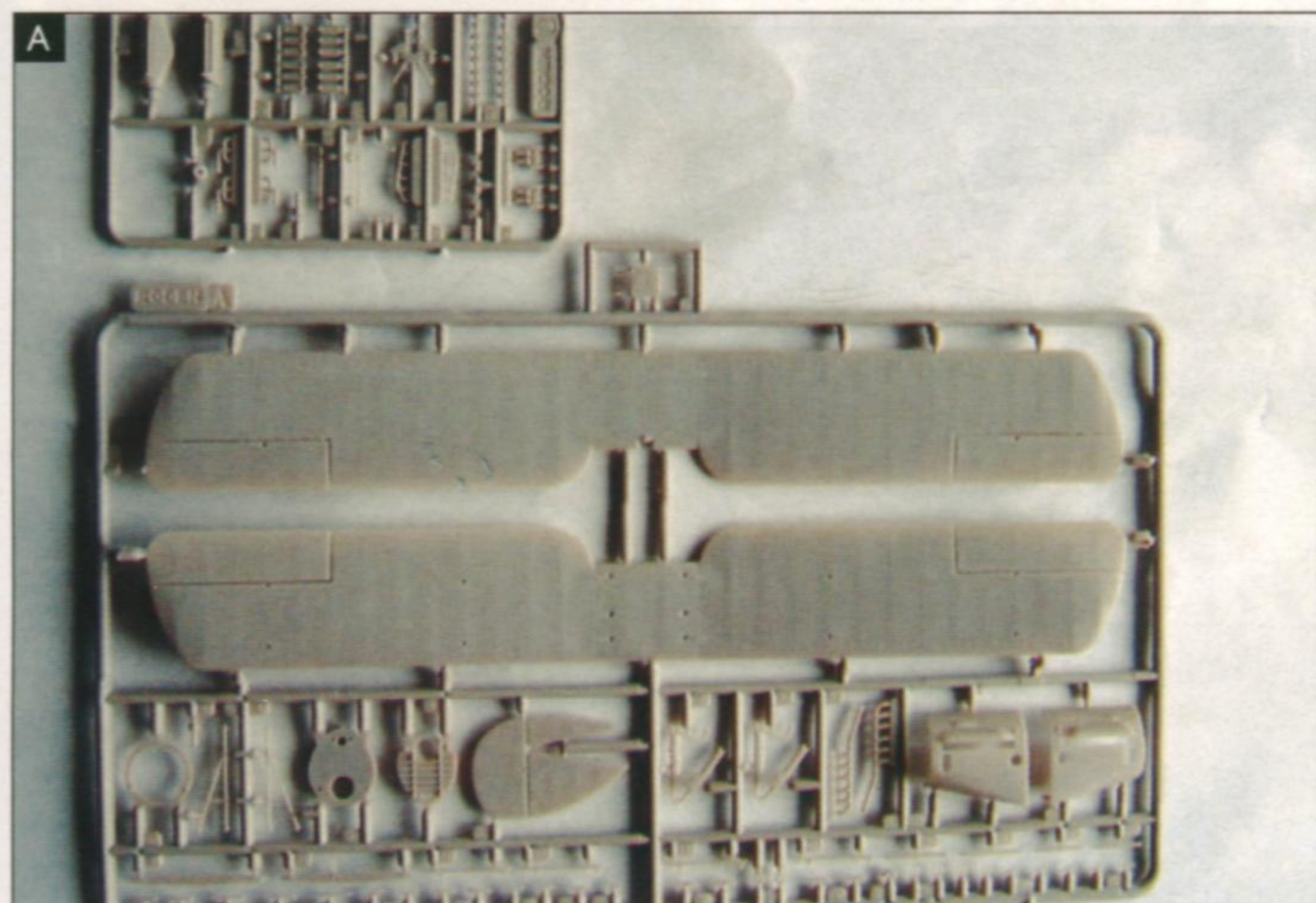


Bristol F.2B Photo Album

These detail photos of the Shuttleworth Collection's airworthy Bristol F.2B (by SAMI's Managing Editor) should provide plenty of scope for modellers of the Roden kits. With thanks to the Shuttleworth Collection's Chief Pilot, Andy Sephton (who is also a modeller), for access to the aircraft for this feature.

MJ





Bristol F.2B

The Bristol F.2B was another attempt by the British Aero industry to counter the technical superiority Germany enjoyed in late 1916/early 1917. First flying in September 1916, it was conceived as a general purpose machine to be used both as a fighter (or 'scout' in the terminology of the day) and a reconnaissance aircraft.

Initially 50 early F.2A models were issued to No 48 Squadron Royal Flying Corps. One of the type's first combats was not a resounding success. Six aircraft encountered Manfred von Richthofen's Jasta 11 and quickly lost four of their number including the highly decorated Commander Officer, Major William Leefe-Robinson, VC. Despite this early lacklustre combat performance an additional 200 machines were ordered and after some minor changes the F.2B began to see widespread service.

The real turning point in the fortunes of the F.2B or 'Brisfit' came when it was realised that the aircraft was agile enough to use the standard single-seat fighter tactics of the day. From then on it was flown as an offensive 'scout', with the added advantage of having one — and later two — flexible machine guns protecting its tail. Using these new tactics several pilots and even some observers attained ace status. The most notable team was that of Canadian Andrew McKeever and his observer L F Powell, who were credited with 30 enemy aircraft shot down between June and November 1917.

The Brisfit went on to serve most Commonwealth air arms, as well as those of Poland, Spain, Ireland, Belgium and Greece. The last of them were finally retired in 1939, making it very nearly the only aircraft to serve in both conflicts!

The model

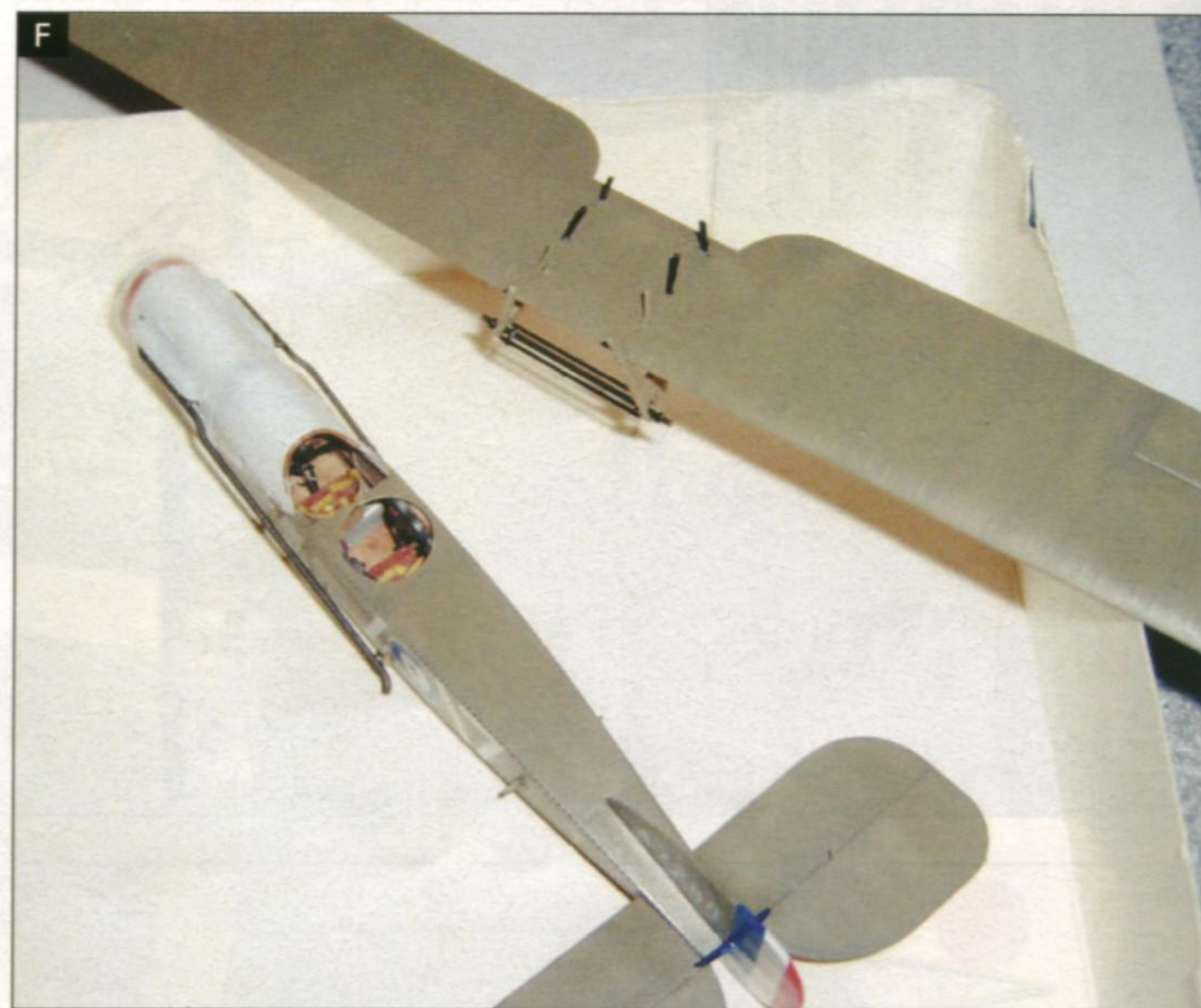
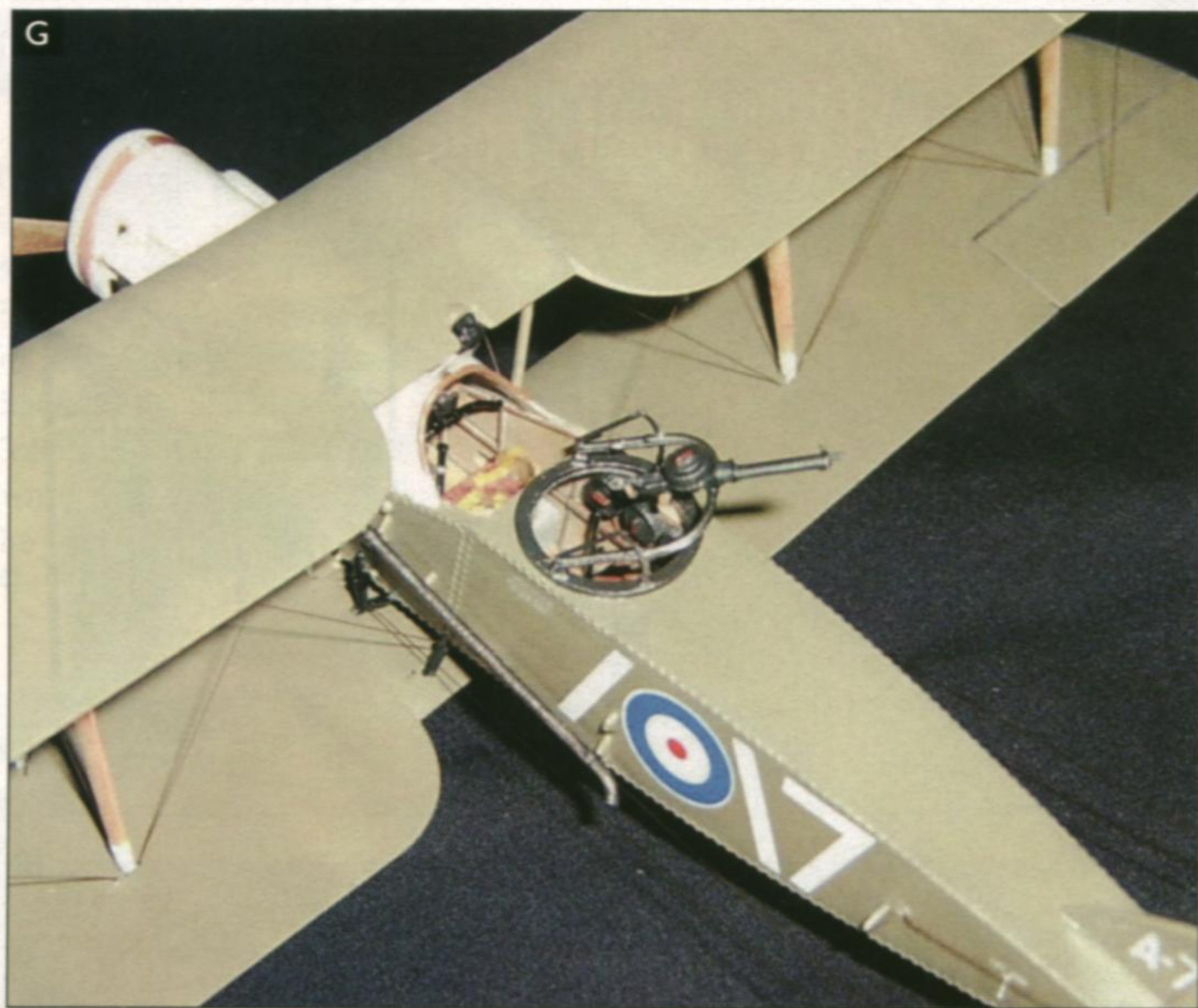
The Brisfit is moulded in the same khaki-coloured soft plastic as the S.E.5a and is of similar quality. The only two sink marks are on the fuselage sides from some thick interior detail and easily filled. Several options are offered in the kit, including Middle East service, a Zanzibar Government presentation aircraft, the one in which Major 'Billy' Barker, then CO of 139 Squadron, took Edward, the Prince of Wales for a ride over The Front in August 1918, and of course McKeever's aeroplane. I chose the latter.

Virtually everything that I said about the quality of parts for S.E.5a is applicable to this kit (Photos **A** and **B**), but with a few exceptions. None of the control surfaces are separate, though again they are deeply scored and could easily be repositioned. The kit is designed so that it is possible to model virtually every F.2B in service with different exhausts, propellers and single or dual rear guns. The most impressive difference between Roden's S.E.5a and this kit is the inclusion of a complete engine!

Unusually, assembly started with that engine rather than cockpit details. The engine is truly lovely and with a bit of wiring and care could easily rival aftermarket resin offerings. Those who build their aircraft opened up will be delighted. All that would be needed would be to deepen the holes in the firewall into which the motor mounts go. To give the engine a more solid connection to the rest of the airframe I chose, probably unnecessarily, to install a piece of plastic at its rear, as this would not be visible with the outer cowling panels in place. If the engine is cowled the majority of its outer accessories need not be installed, and then it fits very well into the cowlings, showing a little detail through the few holes in the panels. It is well engineered indeed, cowlings open or closed.

The cockpit is also extremely well done, with nice touches such as the extra ammo drums hung on the sides and a well moulded instrument panel. Again, I





enhanced this with ReHeat instrument decals and tape seatbelts, which were all it needed (Photo **C**). The only troublesome areas were seats that were a bit wide, and the curved bar that attaches to the breech of the single forward-mounted gun. The instructions were not particularly clear as to its placement and I found (after breaking it off, of course!) that it was better to install it when the fuselage had been assembled and the gun was in place. Tricky, but it can be done.

Once the fuselage sides were joined and the engine section installed it was time for the other airframe components. The tailplanes were glued in place after installing their control horns. I took advantage of the deep separation lines on the control surfaces to bend them down a little for a more dynamic pose. Because of the way in which the lower wing is attached via small struts it was better to leave it, and the radiator, off until basic painting had been done (Photo **D**).

Pre-shading was applied as on the S.E.5a. I used a browner variation of PC 10 for the Brisfit. That colour was not really well defined and tended to vary quite markedly from batch to batch. The linen colour was the identical mix as before. After a coat of clear I

applied the decals (Photo **E**) and when they were dry I drilled out and painted the exhausts and installed them along with the radiator.

Now it was time to take a deep breath and tackle the complex strut arrangement. The result was...no drama at all. The struts went together well and with the minimal amount of fiddling. First step was to attach the landing gear struts to the lower wing and then the small lower cabane struts (Photo **F**). With a bit of care to align them well the fuselage went on top easily and the landing gear struts just fell into place. The upper cabanes fitted well into a recess for them in the upper decking, giving a much more solid and well aligned result than the 'attach as best you can approach' taken on the S.E.5a. After that it was a simple matter to install the upper wing and put the interplane struts in place. All struts were secured with a drop of CA glue. A truly excellent job of engineering and worthy of the top notch Asian and Eastern European makers.

With the airframe assembled it was time for rigging. I used the same method as outlined for the S.E. and again it worked very well. Both aircraft have fairly complex rigging but I must say the additional

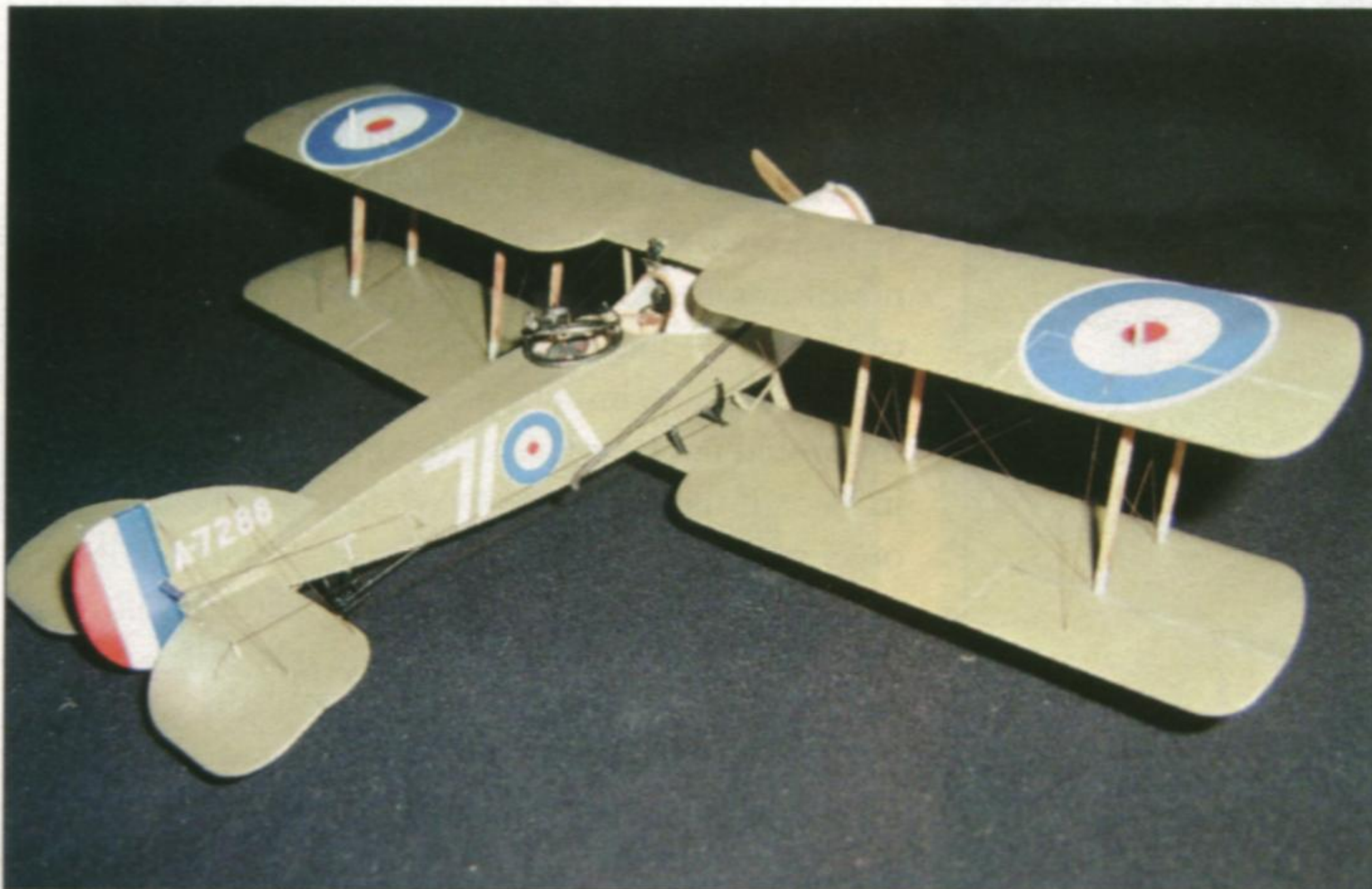
wing bay adds just that extra bit of fun to the F.2B. Not more difficult, just *more*. The only thing to be cautious of is that the control wires from the bellcrank on the fuselage side to the elevators should be done last, as once in place they make it virtually impossible to hold the model safely.

After clear coats and a final dry-brushing of the wheels it was time for the smaller bits to go on. The only deviation from box-stock on either build was that here I used some photo-etch for the ratcheted side pieces in the Scarff ring assembly (Photo **G**). The kit parts were just a bit thick and had no serrations. Take it as a compliment to the overall quality of the kit that I just had to improve this highly visible area! The Lewis gun (or guns depending on which option you choose) is lovely and the Scarff ring needed that bit extra to do justice that moulding limitations just did not allow.

Conclusion

In case you haven't guessed, I thoroughly enjoyed both of these builds. They fit well, are well detailed, with few exceptions the fiddly stuff goes together easily, and they look great when done. With the possible heads-up of the complex rigging on both aircraft I must say that these would make excellent introductions to WWI modelling for a moderately experienced builder. And for the more advanced builder either will richly reward any extra effort. If I was looking to make a serious splash in my next contest with a WWI kit I would say that the F.2B with an exposed engine and a few extra details would be absolutely stellar, and would not tax either the budget or the skills of most.

Chris Cowx



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Arsenal VG 33

Patrick Branly builds Azur's 1/72 kit of this all-wood French fighter, whose development was cut short by the German occupation of France

In the mid-1930s studies were carried out in France into the possibility of producing aircraft from non-strategic materials using inexperienced manufacturing personnel. At the same time the new company Arsenal de l'Aéronautique began a wooden fighter project. After initial studies for a twin-engined aircraft, this project emerged as the VG 33, a low-wing, streamlined design of all-wood construction

powered by a 12-cylinder, 860 hp Hispano-Suiza 12Y31 liquid-cooled engine. (The 'VG' designation stemmed from the initials of Arsenal's Ingenieur-General Vernisse and designer Jean Gaultier.)

The first prototype, VG 33-01, took off on its maiden flight in April 1939. From the outset performance was satisfactory, as the aircraft flew at up to 347 mph at over 17,000 ft.

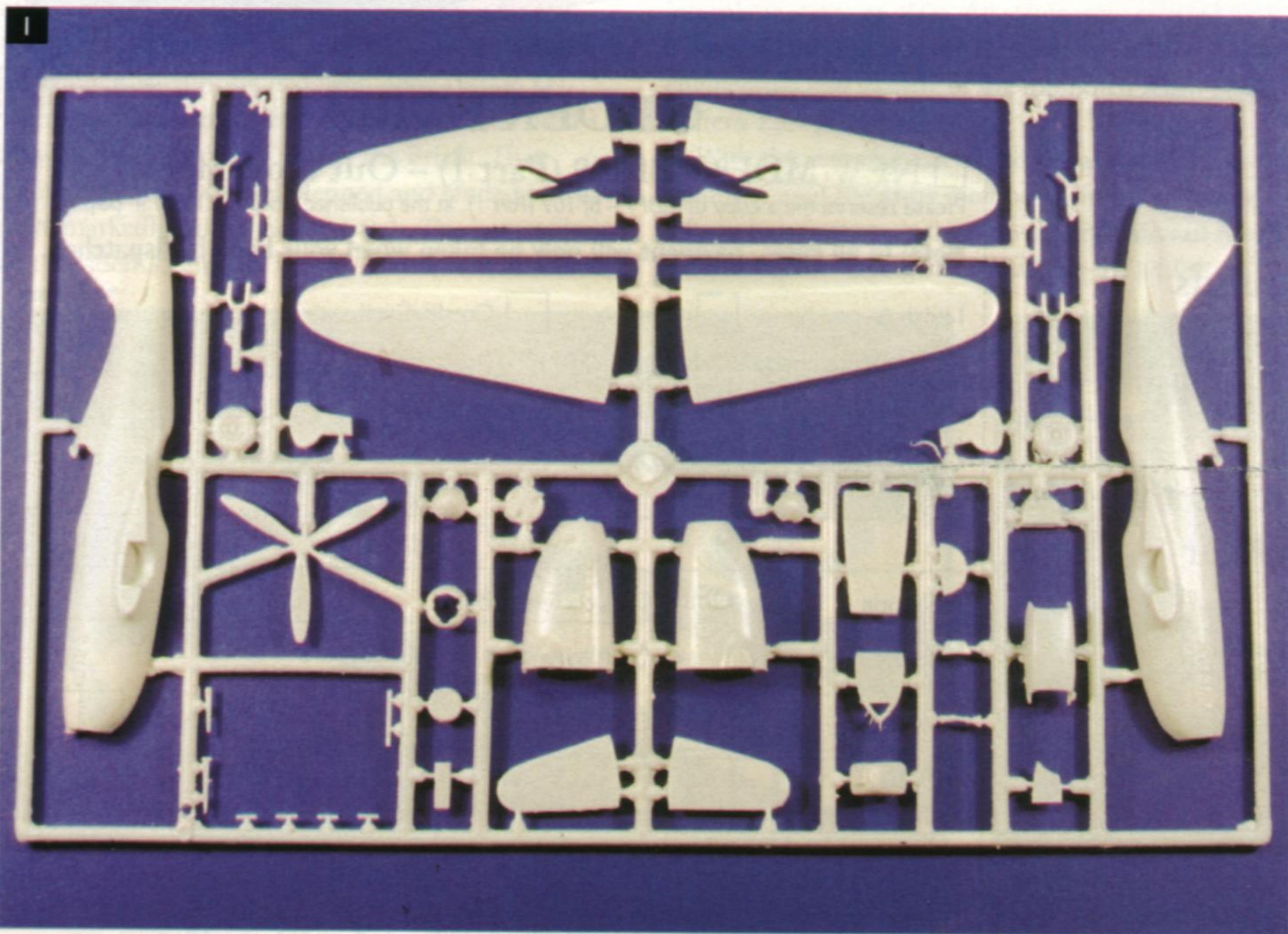
On 12 September 1939, Société Nationale de Construction Aéronautique du Nord (SNCAN, Northern Aircraft State Industries) received an order to build 220 VG 33s at their Sartrouville factory near Paris, for delivery by April 1940. In the event, delays in the supply of spruce wood for the airframes resulted in the Armée de l'Air

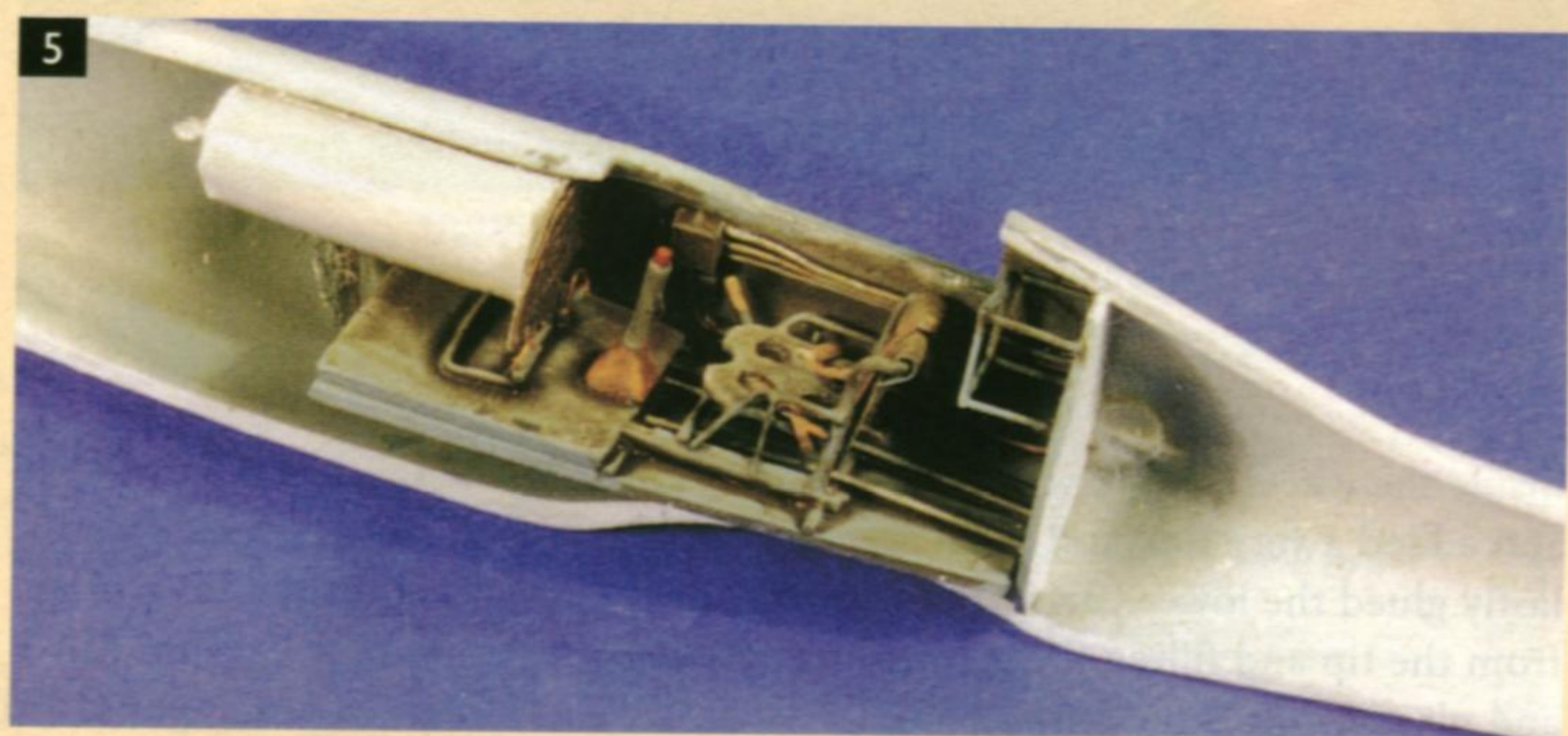
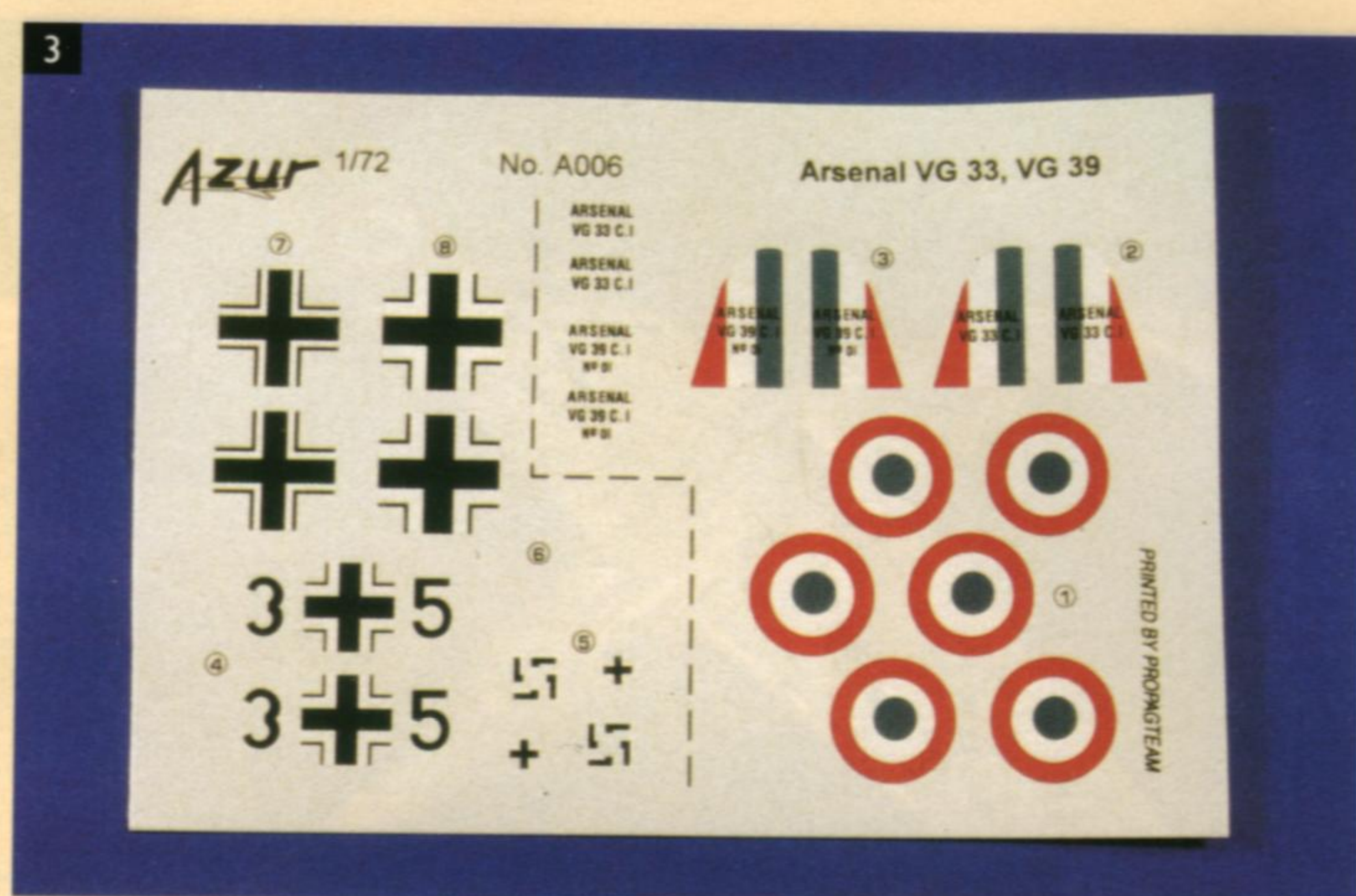
receiving only six aircraft before the fall of France. Around 15 May 1940 a defence flight was created at Etampes, with French, Czech and Polish pilots, and on 12 June some of these pilots retrieved the six VG 33s from Villacoublay airfield, near Paris, and flew to south to strafe a German armoured column near Orléans in what was probably the only real action this little fighter ever saw. Five days later a new squadron, GC I/55, was created at Bordeaux with a mix of aircraft that included two VG 33s, but the unit's only victory in just one week of operations was a Heinkel He 111 credited to a Bloche MB 155 pilot. The next step in this little known aircraft's development should have been the VG 39 with the 1,200 hp Hispano-Suiza 12Z, but only a single prototype flew, in May 1940.

The Kit

First produced by Azur many years ago, the kit shows the progress that has been made by this company since, but the overall shape is good. All the plastic parts are finely engraved (Photo 1) but three of them have to be discarded as they are for the VG 39. A small etched metal fret of nine pieces and an acetate film for the instrument panel are supplied, along with the vacformed canopy (Photo 2). The little decal sheet (Photo 3) is for two VG 33s, in French and German colours, and for the sole VG 39. Sadly, the roundels are out of register and as I prefer to paint rudder stripes the only decals I used were for the titling 'Arsenal VG 33 C1'.

I started as usual with the cockpit and built a new seat as it was very different from the one supplied by Azur. The real thing was made of welded metal tubes with canvas upholstery. I used perforated plastic sheet, some 0.6 mm electrical wire and Tamiya masking tape. The photo-etched brass harness is wonderful and conformed easily to the seat's contours after heating with a candle.

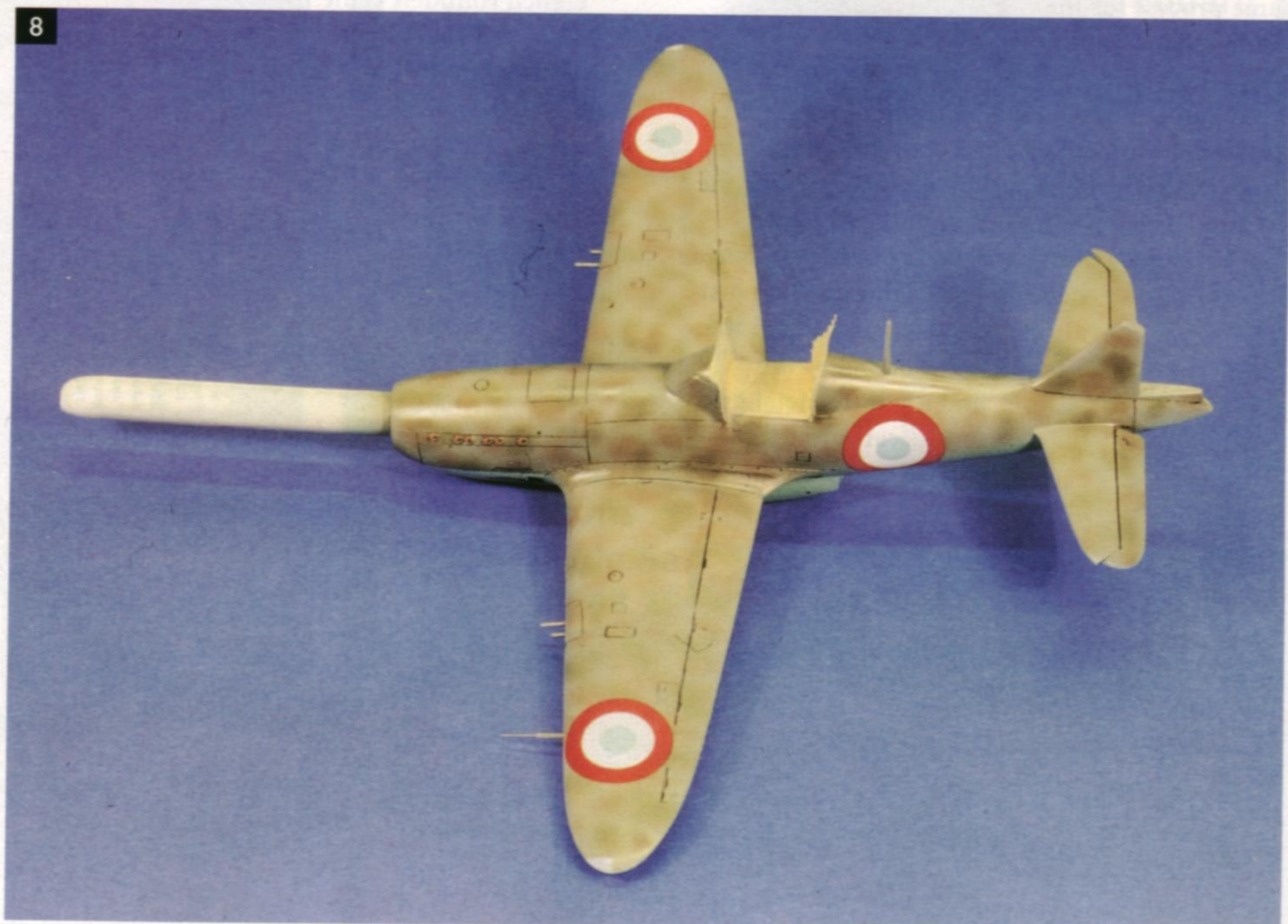




On the cockpit sides I added some rods, boxes and all the gears to move the canopy (Photo 4), and made a new bulkhead equipped with a metal frame where the armoured plating would have been mounted, though from pictures it seems to have seldom been installed so as to save weight.

I airbrushed the main cockpit Xtracolour X 377 Bleu de Mirage. All the details were hand painted with black, yellow, red and brown. When dry I flowed a wash of Tamiya X-19 smoke over it and matt varnished (Photo 5). I airbrushed satin white on the back of the acetate film instruments and cut it to shape of the photo-etched instrument panel, which had previously been painted in X203 Schwartzgrau. I installed the instrument panel by means of a tube and the cockpit floor on the starboard side of the fuselage, joined the two halves and let them dry overnight.

When I tried the wing-to-fuselage assembly I realised that the upper and lower parts of each wing were not of the equal length. According to plans the upper parts are correct. I chose to first glue these at the correct dihedral, then disguise the joint in the wheel wells. Next I glued some lengths of 1 x 2 mm beams and 0.5 mm rods





inside the wheel wells. I scribed the cooling gill and added a very thin rod as an actuator, and lastly glued the lower parts of the wings, starting from the tip and filling the gap with superglue and plastic rods (Photo 6).

I built the radiator with its photo etched grids, and needless to say, putty was essential to conform it to the underside of the fuselage. I chose to separate the elevators from the tailplanes in order to give more 'life' to my aeroplane. The position lights on the wingtips are just engraved in the kit, so I cut the tips and

Lengths of 0.5 mm diameter syringe were used for the four wing-mounted 7.5 mm MAC 1934 M39 machine-guns, while 0.6 mm syringe and a 0.3 mm rod created the pitot tube. In order to ease the painting job I glued a length of sprue on the nose (Photo 7). Finally, I installed the windscreen, which was cut from the vacformed canopy.

I started painting with the lower surfaces, which were airbrushed in French Light Blue-Grey X389. Next the fuselage and the uppersides were sprayed French Dark Blue-Grey X388, Khaki X384 and

Burnt Umber

X386, and after positioning a few decals I flowed dark blue-grey ink in the recessed panel lines (Photos 8 and 9). The 80 cm

French roundels came from Model Art sheet 7248, and matched the blue of their centre spots for the rudder stripe with X160 Synthetic Haze Blue. Finally, the whole airframe was airbrushed with two fine layers of Humbrol matt varnish.

Then I built the undercarriage from the kit parts, but with some improvements. The wheels came from the spares box and I added brake cables, and strut links from the photo-etched fret. The

propeller blades were too short by 1 mm, so I found in my miraculous spare one of the correct length and shape and painted it black after making a hole in the spinner for the cannon

muzzle. When I went to paint the sliding part of the canopy I found it too short by 2 mm, so I vacformed a new one using an old but reshaped P-51B canopy as a template.

After installing the canopy, propeller and a small piece of electrical wire for the tailskid I added some black and brown pastel chalk around the exhausts and the gun muzzles (Photo 10).

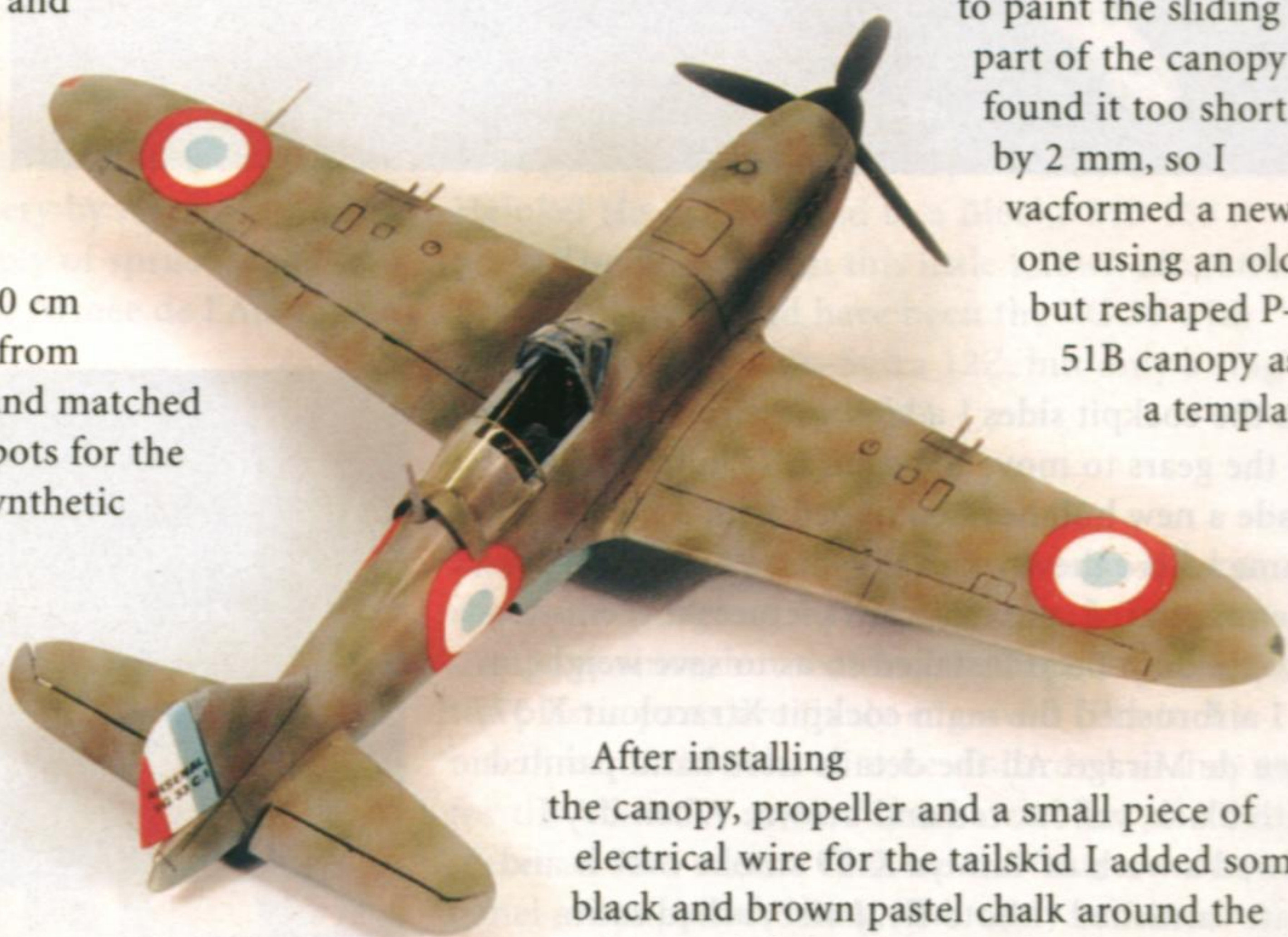
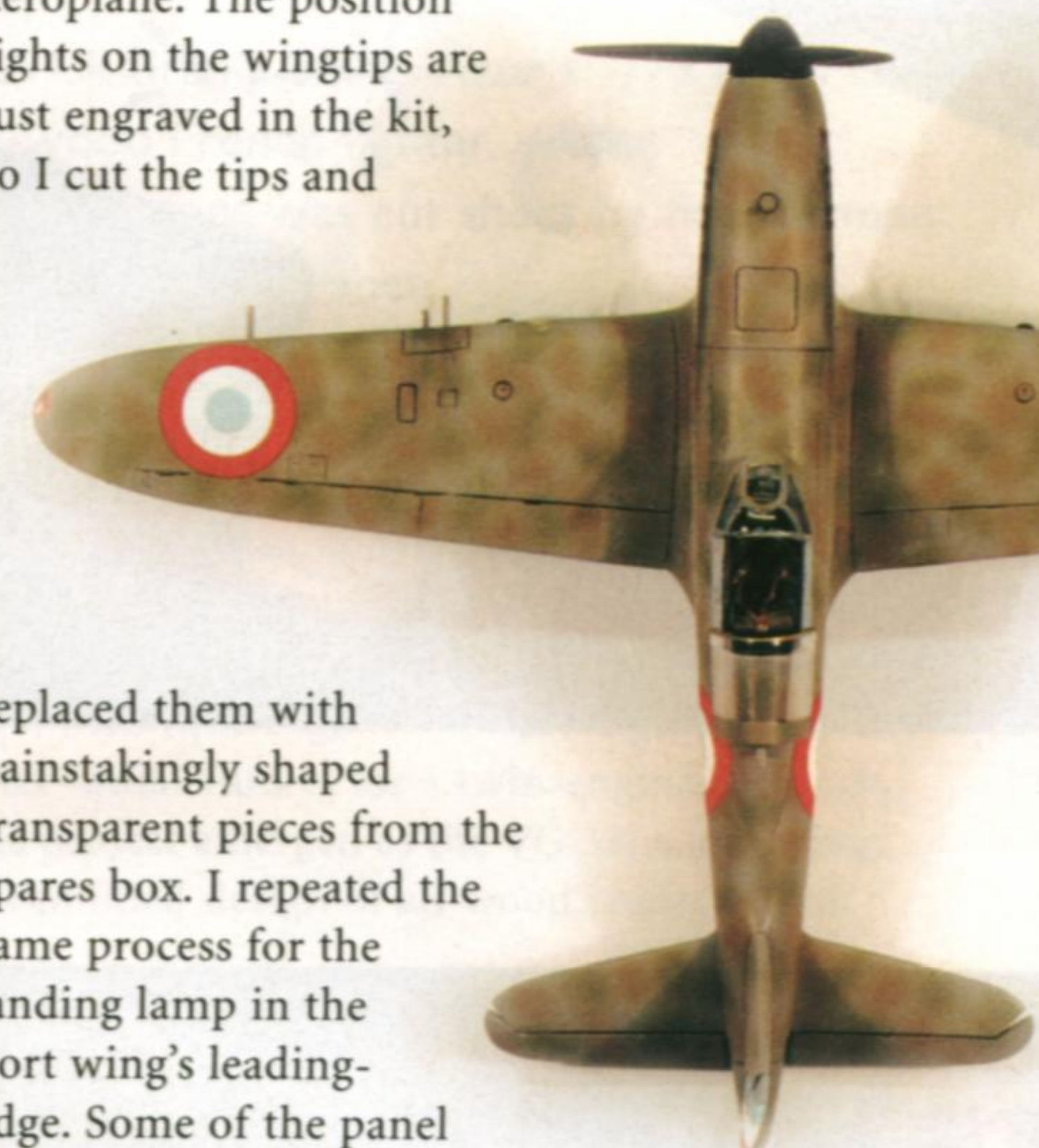
Finit! Now on my shelves I have a nice model of a promising little aircraft that could have been the first of a family like Yakovlev's wooden fighters. But the battle had already been lost on the ground.

Patrick Branly

References

- La Chasse Française Inconnue Mai-Juin 1940, Avions HS No 7.
- WingMasters No 8 January-February 1999 and No 20 January-February 2001.
- Replic No 84, August 1998.
- Le Fanatique de l'Aviation Nos 197-200, April-July 1986.

replaced them with painstakingly shaped transparent pieces from the spares box. I repeated the same process for the landing lamp in the port wing's leading-edge. Some of the panel lines were too shallow and I scribed them again, particularly the ammunition access panel for the 20 mm Hispano-Suiza 404 cannon which was mounted above the engine. I dug out three intakes beneath the engine cowling just aft the propeller, and added the aerials above and below the fuselage, and the little metal grid on the carburettor intake.





Superb Bristol Boxkite from the 1/48 Impact/Pyro kit by Joe Melvin, an award-winning figure modeller who has lately turned to building aircraft from the pre-1918 era, evidently to good effect

Club Focus

Sutton Coldfield Model Makers' Society

All Photos © Robert Day

The SCCMA has its roots in a loosely formed ad hoc group of like-minded modellers that began displaying their models at local charity events in the 1970s. Having received countless enquiries of "where do you meet?", "how much to join?", it was decided to hold an open meeting and judge the response. That was in October 1975. Some 15 model makers attended and the SCMMS was formally launched in the following January, with the aim of encouraging general model making and not to specialise in any particular subject. This remains so today. Members meet every second and fourth Wednesday of each month and enjoy a varied

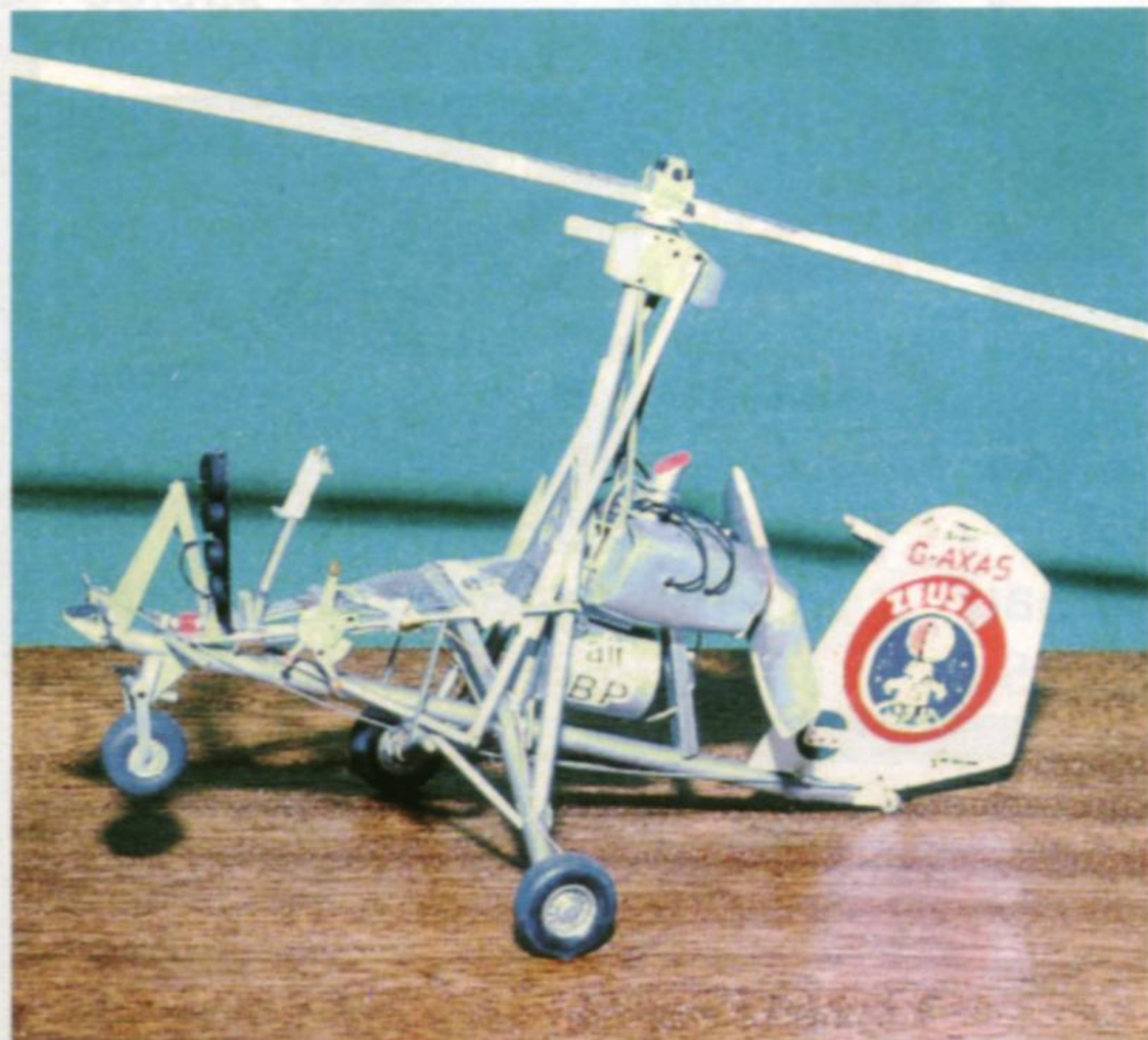


Loaded for bear. A party from Sutton Coldfield Model Maker's Society after an apparently free-spending visit to Hannants' treasure trove in Lowestoft. Proprietor David Hannant (second from the right) looks pleased with their haul, too

programme of events throughout the year, including competitions, guest speakers and demonstrations, as well as attending model shows up and down the country.

Current membership stands at 30 model makers (including eight stalwarts from that initial meeting back in 1975!) who enjoy a hobby whose subjects range from A for Aircraft to Z for Zulus.

For further details, please contact SCMMS Chairman Peter Haywood, tel: 01889 578074, email: p_heywood@madasafish.com or Hon Secretary Paul Grimley, tel: 01543 481428, email: paulgrimley@waitrose.com



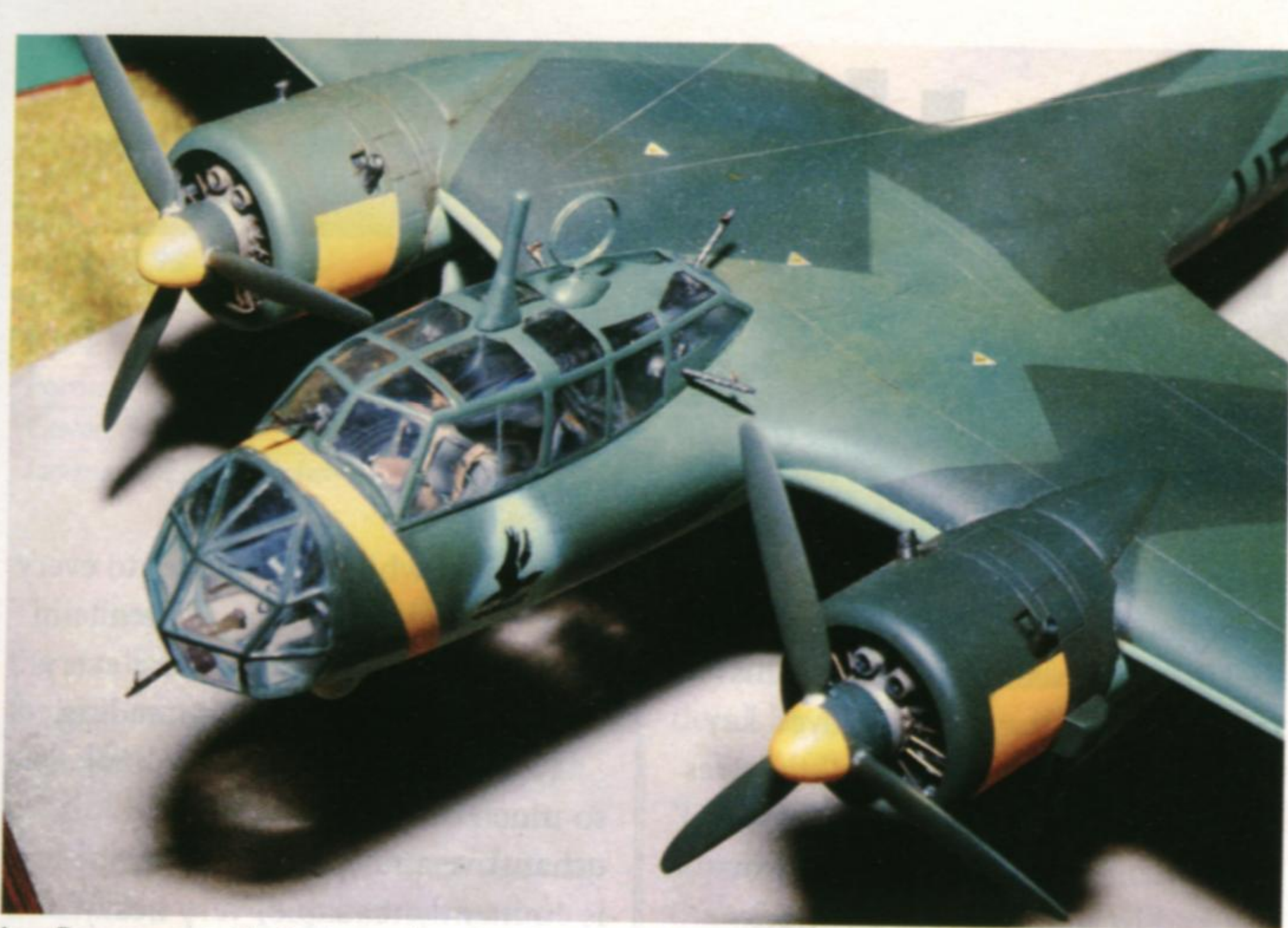
Wing Commander Ken Wallis's WA-116 autogyro, as featured in the TV mini-series *The Martian Chronicles*, scratchbuilt in 1/16 scale by Paul Parkes



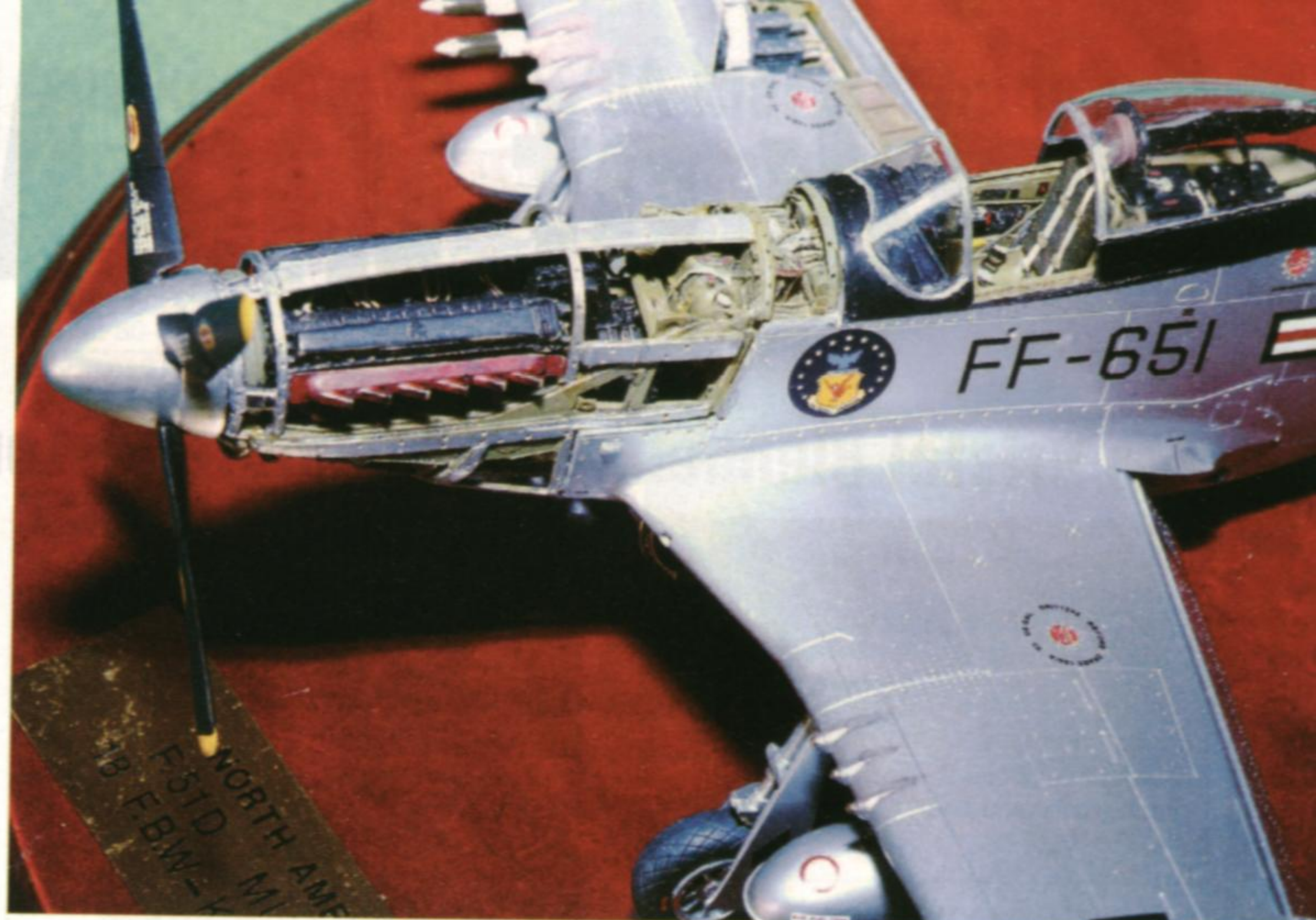
Model modeller and model model! This sailplane flyer is from the Langley Miniatures kit, made by Paul Barrand



Brian Timmis finished this 1/48 Monogram Hawker Typhoon as the personal mount of his friend, the late Flt Lt Raymond Hulbert, AFC, pictured when he was with 193 Sqn at RAF Harrowbeer, Devon



Ivan Poyner scratchbuilt the cockpit detail on his 1/48 scale Hobbycraft Dornier Do 17Z-2 based on photographs supplied by Dornier



Aires resin engine and gun bays enhance Tony Slocombe's 1/48 Tamiya P-51D Mustang



Lo-viz Italeri Grumman A-6E Intruder modelled by Keith Warrington



Tamiya's 1/72 Mosquito IV in less familiar colours as one of the BOAC courier aircraft, modelled here by SCMS Chairman Peter Haywood, who is more often to be found building competition cars in all scales from 1/43 to 1/1!



Fat Albert. The model, not builder Doug Burchell, who made this 1/72 ATL Carair in Red Cross colours from the Transport Wings kit



Revell's 1/144 BAe 146-200 in German carrier Eurowings colours, modelled by Roy Poultny, another convert to aircraft modelling, having previously been a medal winner at the Model Engineer Exhibition with his cars and commercial vehicles



A Mustang, but not as we usually know it. George 'Racer' Wright created the heavily modified but ill-fated P-51C Beguine using Warbird Aero Press decals and wingtip radiator pods



Italian style! The svelte Macchi MC.202 built by Robbie Gibson from the old FROG kit



The elegant but short-lived Hawker P.1081 prototype modelled from the Maintrack kit by Paul Barrand



Robert Day used a mix of Microscale, Repliscale (Spain) and Ventura decals to finish his 1/72 Heller Messerschmitt Bf 109B



Former Short Stirling navigator John Bricknell went to work on the old (and just re-released) Airfix kit to produce this Handley Page Halifax B.III



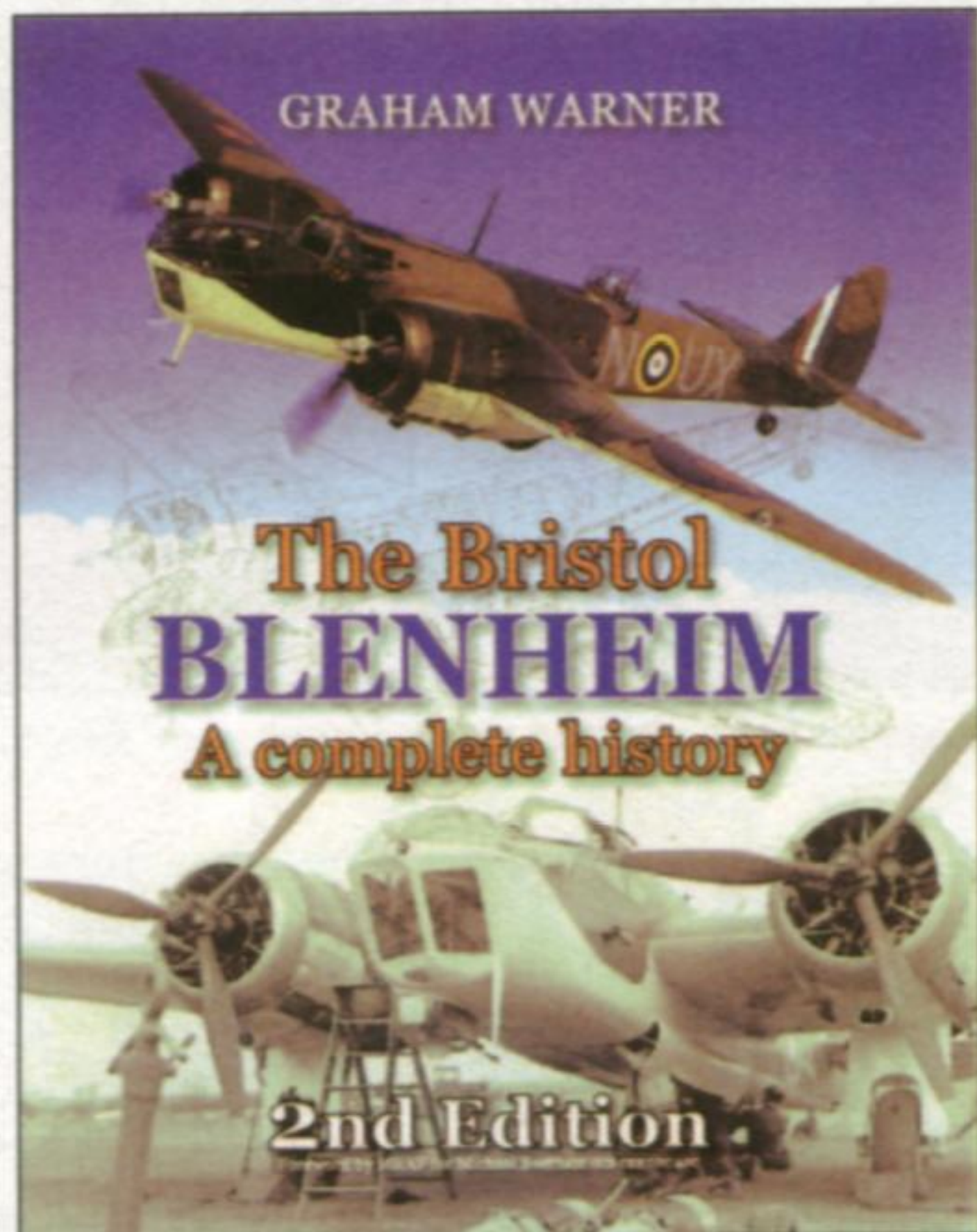
Roy Brittain's 1/144 scale Dornier Do X from the Revell kit. Just count those engines!

Book of the Month

The Bristol Blenheim – A Complete History

by **Graham Warner**

Price: £34.95
Publisher: Crecy Publishing
ISBN: 0-85979-101-7
Format: 254 mm x 200 mm, 654 pages
Cover: Hardback with dustwrapper
Illustrations: Black-and-white and colour photographs and colour artwork



Author Graham Warner, as few who've followed the UK warbird scene over the past two decades will need reminding, was the driving force behind the restoration of two Bristol Blenheims to airworthiness, one albeit very short lived through no fault of aeroplane or restoration team.

In the course of those truly Herculean efforts, Graham developed a passion for the Blenheim and its crews. It prompted him to delve more deeply than anyone previously had

into the aircraft's genesis and service record, and especially the hitherto unsung stories of those who built, maintained, flew and died (all too

many in that latter category) in 'the forgotten bomber'.

This is the second edition of his tribute to an aircraft that played key and wide-ranging roles in all theatres throughout World War II and in all guises from bomber and fighter by day and by night, low-level attack aircraft and reconnaissance to trainer. And what a book is! Arranged chronologically from the Blenheim's birth as the newspaper magnate Lord Rothermere-sponsored Bristol Type 142 'Britain First', intended as a fast 'corporate transport', it covers the aircraft's development and service in meticulous detail, with equal emphasis on technical and human aspects. The more than 400 photographs are for the most part from private collections and thus

unfamiliar, while Appendices to every chapter catalogue in detail Blenheim losses in every Command and every theatre, and make salutary reading.

This is a *tour de force* of a book. Not so much once-over-lightly as exhaustive and (physically, for the text is eminently readable) very heavy indeed, it is the product of prodigious research – the Bibliography alone runs to four tightly-packed pages! Blenheim Boys could ask for no better epitaph. As for the Blenheim modeller – much less well-served by kit manufacturers than by this book – it will serve well as a 'one-stop shop' reference, and at a price that is almost a steal, given the effort that must have gone into it and the quality of its production.

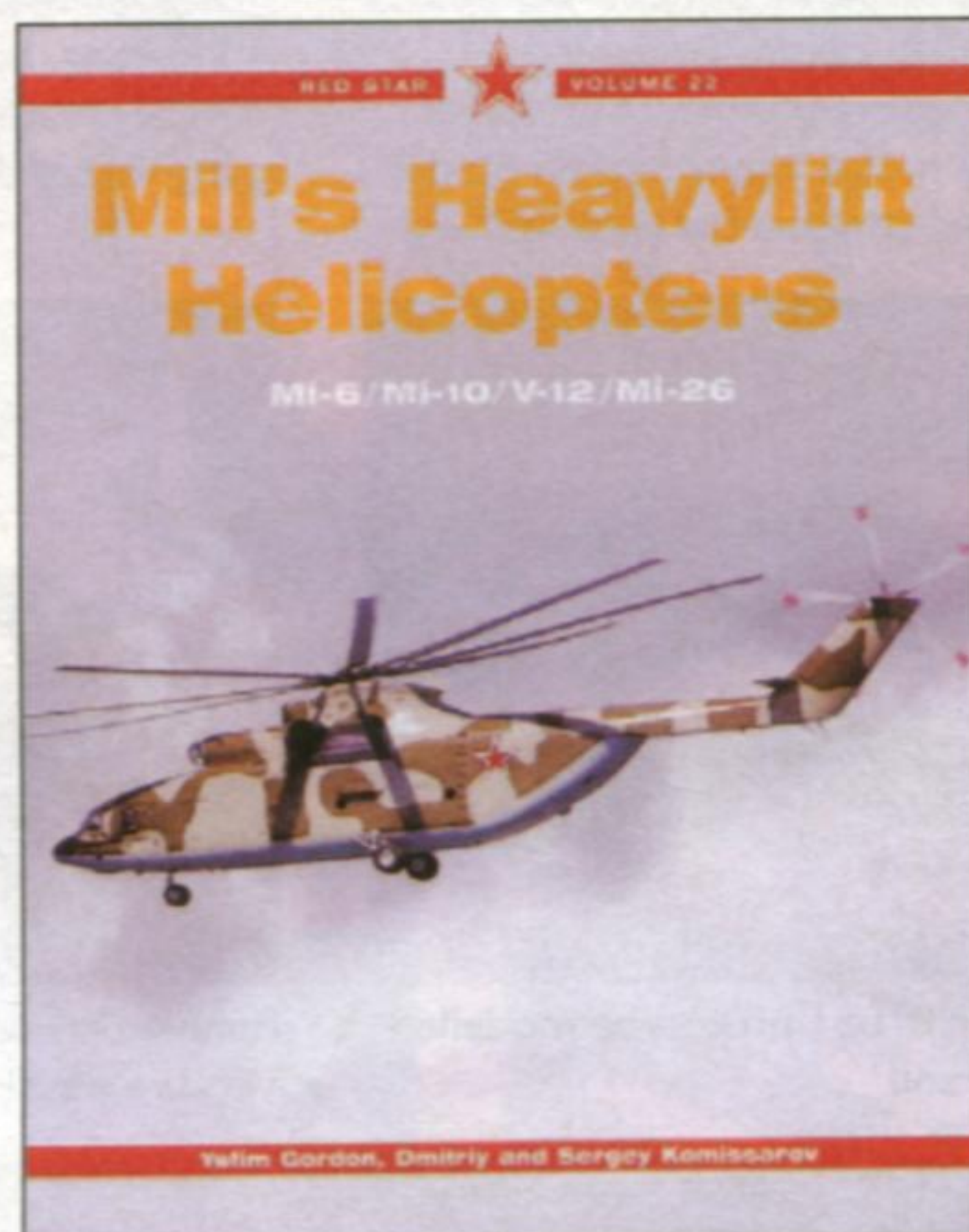
MJ

Bookshelf

Mil's Heavylift Helicopters (Mi-5/Mi-10/V-12/Mi-26)

by **Yefim Gordon and Dmitriy Komissarov**

Red Star – Volume 22
Price: £19.99
Publisher: Ian Allan
ISBN: 1-85780-206-3
Format: 280 mm x 215 mm, 128 pages
Cover: Softback
Illustrations: Colour and black-and-white photographs and line drawings



Yefim Gordon is perhaps the most prolific author of book on Soviet aircraft. His MiG-21 monograph is still one of the most reputable works on this famous aircraft. With this volume in the 'Red Star' series, he and his co-author open up the much less publicised world of Soviet heavy helicopters.

Soviet advances in the field of the super-heavy helicopters were remarkable and in some cases remain unsurpassed to this day. The book covers the development of heavy machines from the groundbreaking Mi-6 to the latest versions of the Mi-26. The four machines in the title are each given some 25 pages of text with black-and-white photographs, and these latter are the book's strongpoint, all of great quality and many of them previously unpublished.

The colour photographs are grouped at the end of the book and whilst their quality also is very good, but I would have liked to have seen more colour of the earlier machines, especially those depicting them on combat duties — I am a modeller and have the A-model's Mi-26 in my stash!

Overall this book makes excellent reference material. The information on less publicised machines like the Mi-10 and V-12 is extremely welcome. Modellers and aviation fans will find it a great addition to their collections.

Konstantine Malinovsky

Ju 87 in Foreign Service

by **Mirosław Wawrzynski**

Price: TBA
Publisher: Mushroom Model Publications
No 5107
ISBN: 83-89450-17-8
Format: 235 mm x 164 mm, 104 pages
Cover: Softback
Language: English/Polish



I found the title of this book a bit misleading. Being English I guess a certain microchip in my head said 'foreign' meaning 'anything not English,' but in this case it is of course 'anything not German'! I am not fond of the Ju 87, but it did its job very well and the Junkers company achieved some success often forgotten in selling their prodigy to Germany's allies during the WW2. I did not know, for instance, that Hungary and Romania had a little spat over Transylvania and the Germans intervened — a sort of 'war within a war'. Then there was a band of Russians who fought for the Germans against the Soviet forces, who in turn had a few captured Ju 87s, and there are many other accounts of fighting and operations by Germany's other allies, all interesting stories that for me were new.

The book is not so much about

the Ju 87 but about the countries, units and people on the Eastern Front, Balkans and North Africa who operated it, and as such is backed up with some interesting and very rare photographs — a few in colour — as well as 14 excellent three-colour views.

Martin Dawson

TBM-3 Avenger

by Tom Zmuda and Leszek A Wieliczko

Price: £7.95

Publisher: Kagero (Poland)

ISBN: 83-89088-63-0

Format: 165 mm x 240 mm, 44 pages.

Cover: Softback

Language: English/Polish

This, from the Kagero *Topshots* series, is the smallest aircraft booklet I have seen for some time. It took me back to the days of Kookaburra. However, though the size is similar the content is not. This is basically a collection of close-up detail shots of a couple of preserved TBMs, about half in colour, plus a very brief history and a pair of colour side-views. The individual markings of both



these aircraft, from the CVEs *Sargent Bay* and *Natoma Bay*, are included as decals in 1/72, 1/48 and 1/32 scales.

It's not exactly a substitute for the 'Detail and Scale' title, but if you're just superdetailing an Avenger kit (rather than studying the type) this will tell you nearly as much. Cheap, and certainly cheerful!

Brian Derbyshire

UNKNOWN! 4

by J Miranda and P Mercado

Price: 30 Euros

Publisher: Reichdreams

Format: 297 mm x 211 mm, 60 pages

Cover: Softback

Unknown! 4 is the latest publication from Srs Miranda and Mercado at Reichdreams in Spain. About A4 in size, the only colour pictures are on the flimsy covers.

Don't let the publishing company's name put you off. This edition covers Allied fighters in the shape of the Curtiss-Wright P-248-01, twin-engined Curtiss P-40, 'Manta' Fighter, Blackburn B.37 Firebrand, French Guns, French Baby fighters as well as the Horten Ho XIIIIB, the Henschel P.75 (Which, incidentally is made to 1/200 in white metal by Ral Partha's Crimson Skies — made for war gaming they are excellent little models) — the *Panzerblitz*, the Kawanishi Baika, Fiat G.50 and the very



strange German 'Flying Belt'. These entries include specifications and background as well as some excellent three-view line drawings.

To sum up, an excellent publication, let down by the price and insubstantial cover.

Martin Dawson

Messerschmitt Bf 110 Vol 1

by Marek J Murawski

Price: TBA

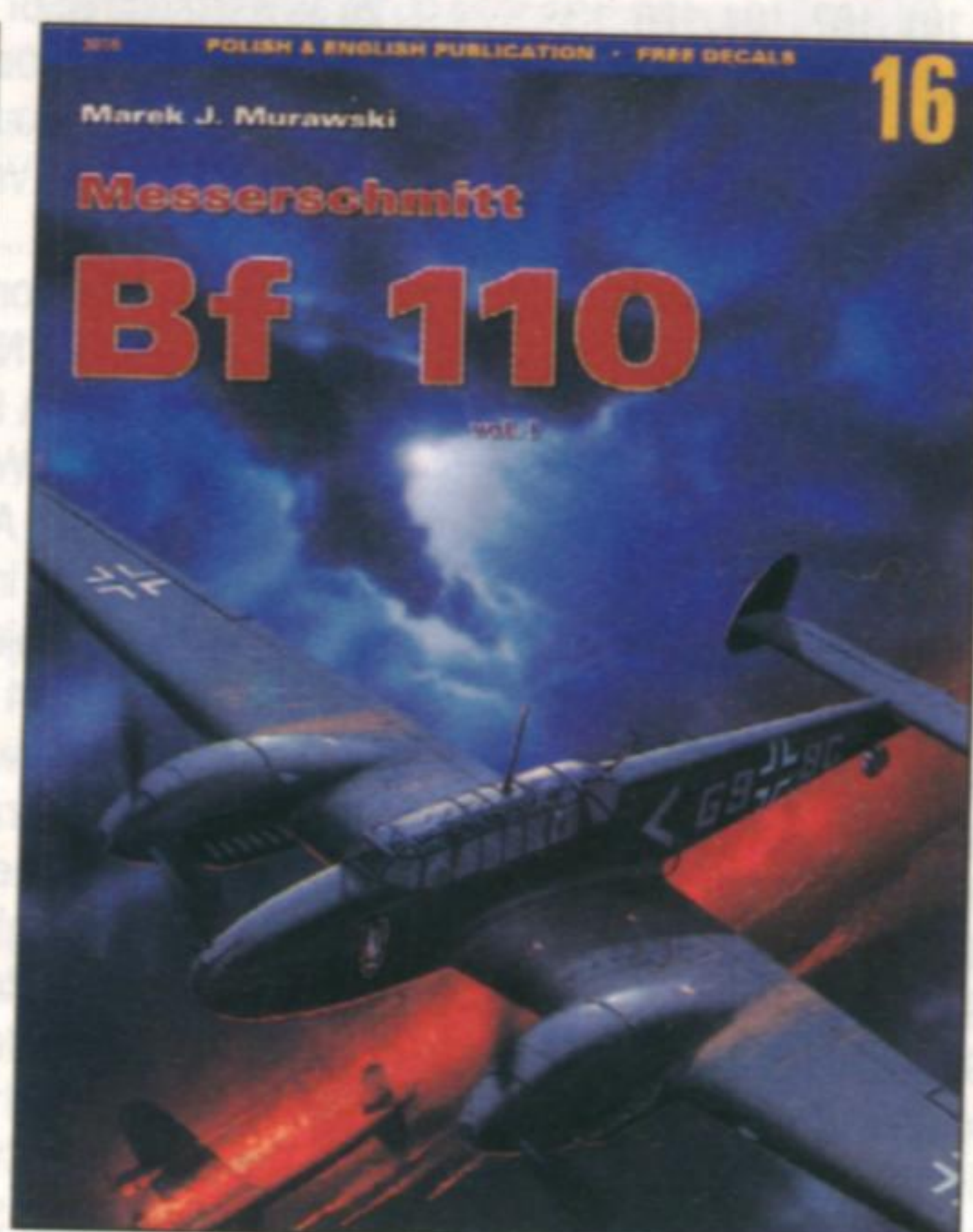
Publisher: Kagero

ISBN: 83-89088-66-5

Format: 295 mm x 210 mm, 72 pages

Cover: Softback

Language: English/Polish



Now here is a massive subject, one so big Kagero claim that to do it justice requires three volumes in their Monographs series. Volume 1 covers construction, development and paint schemes, while Vols 2 and 3 will cover the Bf 110's combat use.

Kagero provide two sets of markings for four models in 1/72 and 1/48 scales, as well as cockpit glazing stencils for the Monogram 1/48 Bf 110 kit.

The pictures are to this publisher's very high standard, (where do they get them from?) and include some excellent shots of various radar installations, gun bays and guns, rocket launchers and — my favourites — ground and aircrew

clambering over their mounts. One nice shot that would make a good diorama shows Italian soldiers looking at the cockpit of a Bf 110.

Another excellent book from Kagero that deserves healthy sales.

Martin Dawson

Hawker Hunter F.6/6A Mark 1 Guide No1

by Michal Ovcacik and Karel Susa

Price: £9.99

Publisher: MARK I Ltd. (Prague, Czech Republic) in co-operation with 4+

ISBN: 80-86637-02-6

Format: 210 mm x 295 mm, 32 pages

Cover: Softback



This slim volume is squarely aimed at the modeller. You get a potted history and numerous photos (both overall and detail, about a third in colour). There is colour art for 13 aircraft from eight air forces (one is a four-view, but all have auxiliary detail views where necessary). Finally we have a few manual extracts and a chart of underwing stores combinations.

This is the first of a series, which I reckon is going to be just the job for those who like an aircraft enough to build a superior kit of it, but are not such fans that they have amassed a

library on the subject already. A nice compromise between 'once over lightly' and 'more detail than I could ever want.' Good!

Brian Derbyshire

KAMPFFLIEGER Volume Four, Bombers of the Luftwaffe Summer 1943 – May 1945

By Nick Beale

Price: £16.99

Publisher: Ian Allan

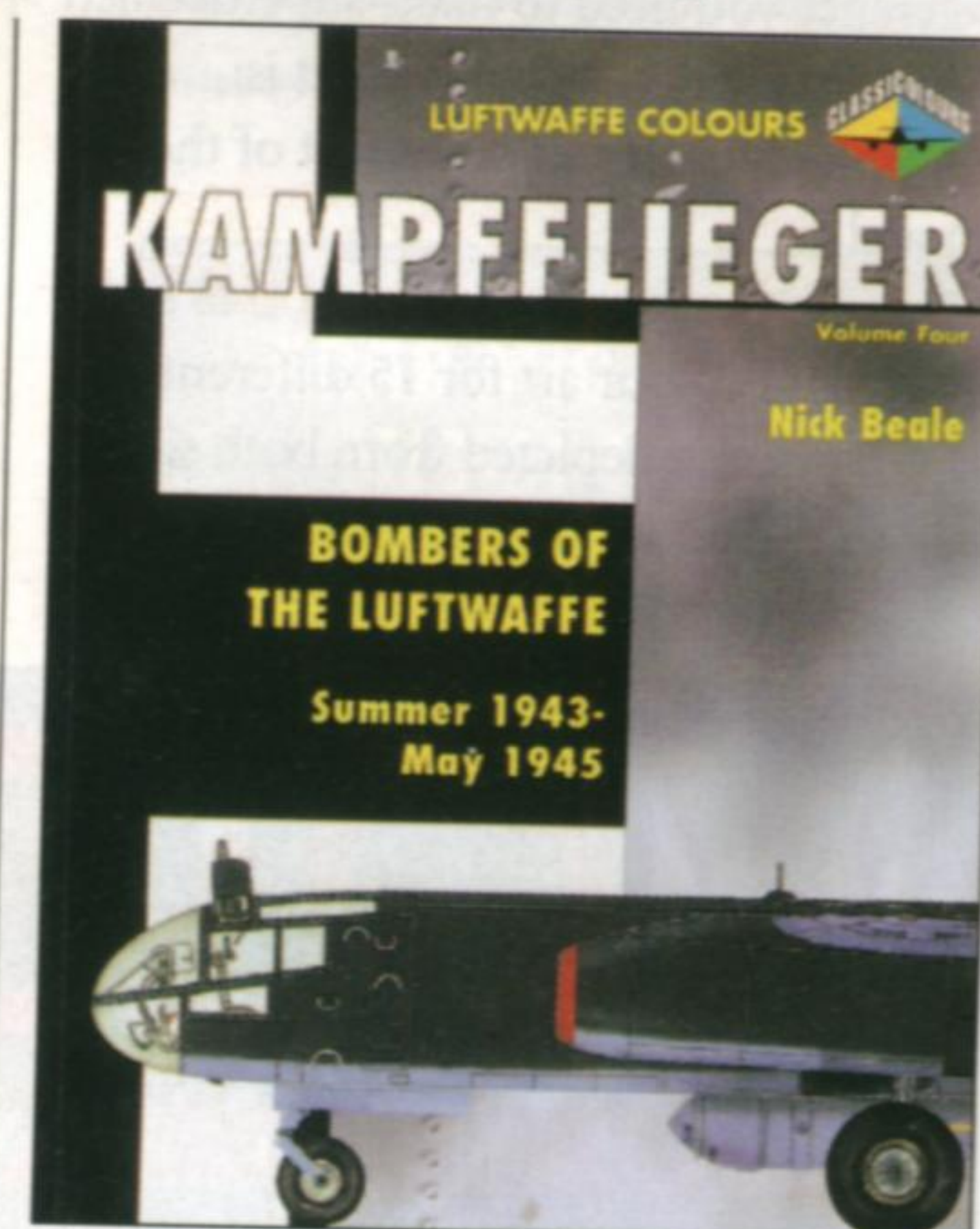
ISBN: 1-903223-50-4

Format: 303 mm x 226 mm, 96 pages

Cover: Softback

Illustrations: Colour and black-and-white photographs and line drawings

This volume in the Luftwaffe Colours series covers the bombers of the Luftwaffe in the last two years of the Second World War. Activities of the various Luftwaffe units are covered and it is not just the aircrew but ground crew as well. One nice touch is the drawings with photographs of individual aircraft, which will be useful for modellers. To sum up, an excellent, well researched book for the



historian and modeller.
Martin Dawson

Bf 109G-6

by Mirosław Zelechowski

Price: £7.95

Publisher: Kagero

ISBN: 83-89088-68-1

Format: 237 mm x 167 mm, 38 pages

Cover: Softback

Illustrations: Photographs, artwork and 1/72 scale drawings



Where I live there are not many Bf 109s — in fact there are none — so this dual language English/Polish book is the next best thing. It's from Kagero's *Topshots* series and features high quality decals (enough for 12 models, in 1/72, 1/48 and 1/32 scales). Strip away the politics of WW2, read about the people involved and what a story you have — and this book delivers! Messerschmitt Bf 109G-6 W.Nr 163306 Red 3 of 2./JGr West, took-off on the morning of 28 May 1944 with 24-year-old Feldwebel Ernst Pleiness at the controls. The engine failed and Red 3 promptly crashed into Lake Trzebun, Poland. Killed instantly,

Pleiness went to the bottom of the lake with his '109. Two weeks later his body was recovered and buried in Jaworze cemetery. There the story would have ended, but in 1999 a group of enterprising Poles raised Red 3, started restoring it, and what a beautiful job they are making. This book covers the machine in minuscule detail: undercarriage bays, radiators, engine and engine compartment, everything is covered and all in colour.

It's an excellent book well up to Kagero's very high standard.
Martin Dawson

Mil Mi-24 D/W

by Krzysztof Barcz and Dariusz Warszawski

Price: TBA
Publisher: Kagero
ISBN: 83-89086-49
Format: 297 mm x 211 mm Landscape, 44 pgs
Cover: Softback

Is there anything new to be said about the good old Mi-24? After a number of publications and the venerable 4+

monograph on this aircraft, I would have said 'No!'

So, when I received this latest addition to the Kagero line I was prepared to be rather critical, but I changed my mind immediately after I flipped through the pages. This is a picture book, containing over 160 high quality images depicting and just one page of text briefly describing the history of the helicopter in the Polish Air Force. The photographs



include general views, but most importantly for modellers, close-ups of the cockpit, undercarriage, rotors and weapons photographed from different

angles to give very clear views of every detail. To put the photographs in proper perspective there are also a number of high quality isometric drawings, and also included is a small decal sheet for 1/72, 1/48 and 1/35 kits covering all Polish-operated Mi-24 variants.

This book is a 'must have' for anyone interested in this helicopter, let alone building or superdetailing a model of it
Konstantine Malinovsky

P-51D Mustang [Modelmania 3]

by Dariusz Karnas, with drawings by Zbigniew Kolacha

Price: £16.95
Publisher: AJ-Press (Gdansk, Poland)
ISBN: 83-7237-163-9
Format: 200 mm x 290 mm, 82 pages
Cover: Softback
Language: English/Polish

This, the second edition of this title, is a magnificently produced volume which makes a jolly good stab at being the only reference you need to make superdetailed Mustang models. What you get is:

- A potted history, and not just of the -D model
- Detailed drawings in 1/72 and 1/48 scales
- Excellent colour art for 15 different aircraft (some depicted from both sides, and one from all angles showing all the

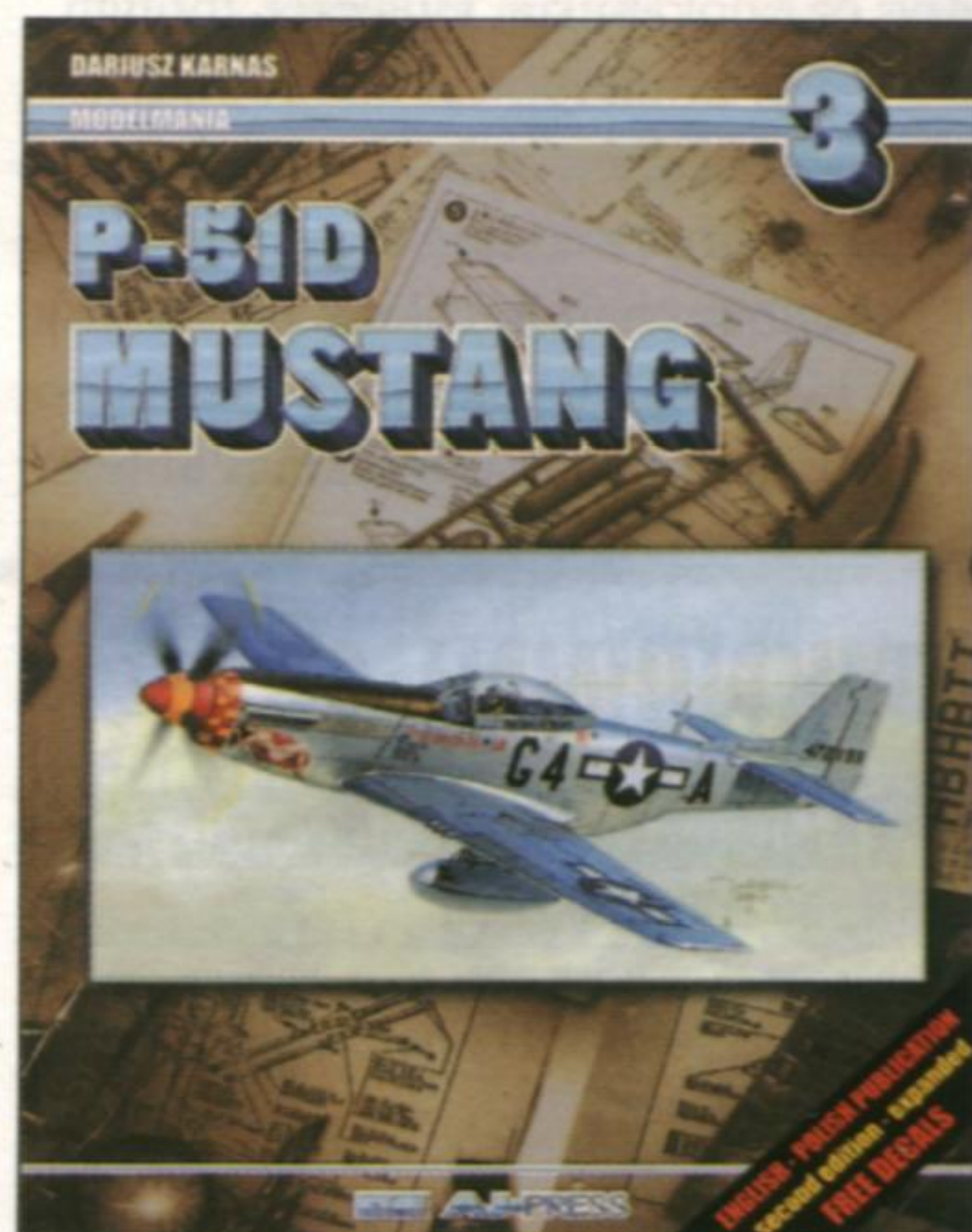
stencilling)

- Lots of colour photos showing details (all of preserved aircraft)
- A few monochrome contemporary shots, plus extracts from manuals
- Details of filling, polishing and painting of the 'natural metal' airframe
- A detailed 'how I built it' article on the Trumpeter 1/24 kit
- A Detail and Scale-style survey of (nearly) all the available kits
- A magnificent decal sheet in all four main scales, with all the stencilling, codes and serials for one of the very few Polish-flown Mustang IVs in the RAF. All the items are helpfully numbered to correspond with the artwork, with one exception — items 17 are boresighting instructions, and go inside the gun bay doors.

There are a couple of matters arising.

One is that the drawings show a noticeable forward sweep on the main spar. This is new to me, though only because I failed to notice it on SAMI artist Arthur Bentley's (pre-production) drawings. Related to this is inverse taper on the ammo box covers. I looked again at lots of photos to check these points, and I agree that both features are there on the real thing. However, they are very subtle, and I suspect the spar sweep may be a touch exaggerated on these drawings. Apply your magnifying glass to the wing in the background of the upper photo on page 36 and see what you think.

There is one unequivocal error, however. The Aeroproducts prop, as fitted to P-51Ks, is shown on pages 8, 12 (where the captions got reversed) and 21 with very odd rhomboidal blades. In fact



they were of a thoroughly traditional shape — see *Mustang at War* page 131, where the shape and the trademark are both well shown. Otherwise, excellent!
Brian Derbyshire

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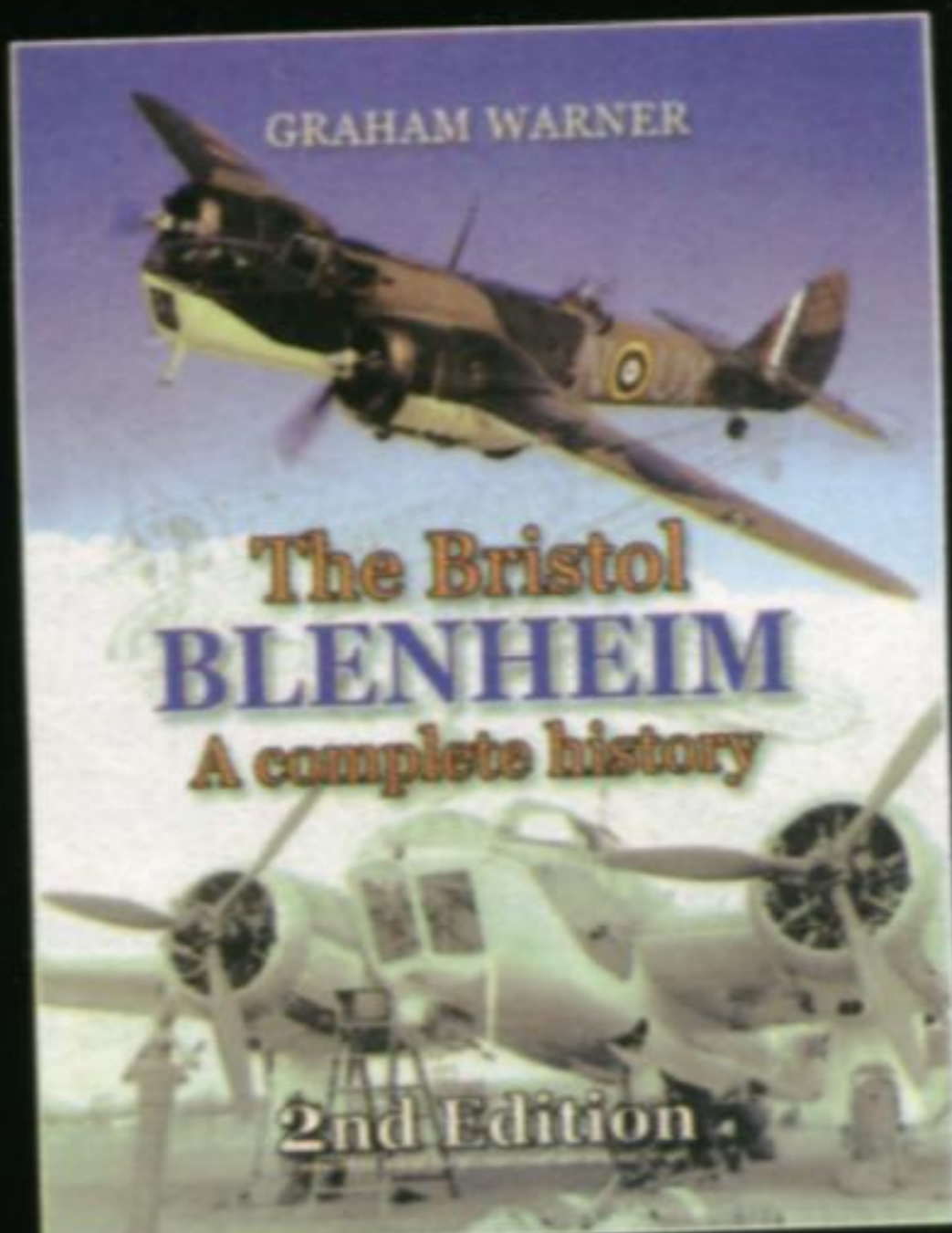
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Feature of the month

The Bristol Blenheim (2nd Ed)

By Graham Warner
Published by Crecy

£34.95



First Published in 2002 by Crecy this labour of love and mighty tome of a work is one of the more outstanding books in Aviation. This new 2nd Edition now expanded to an amazing 654 pages is the definitive history on the Bristol Blenheim. The Fighter/Bomber that shouldered the burden for the RAF at the start of WWII. A complete history of the aircraft explaining its development and wartime service with chapters on the individual theatres it served in with appendices listing each aircraft. With hundreds of Photo's (many rarely if ever seen before) and a colour profile section this book is an amazing piece of work.

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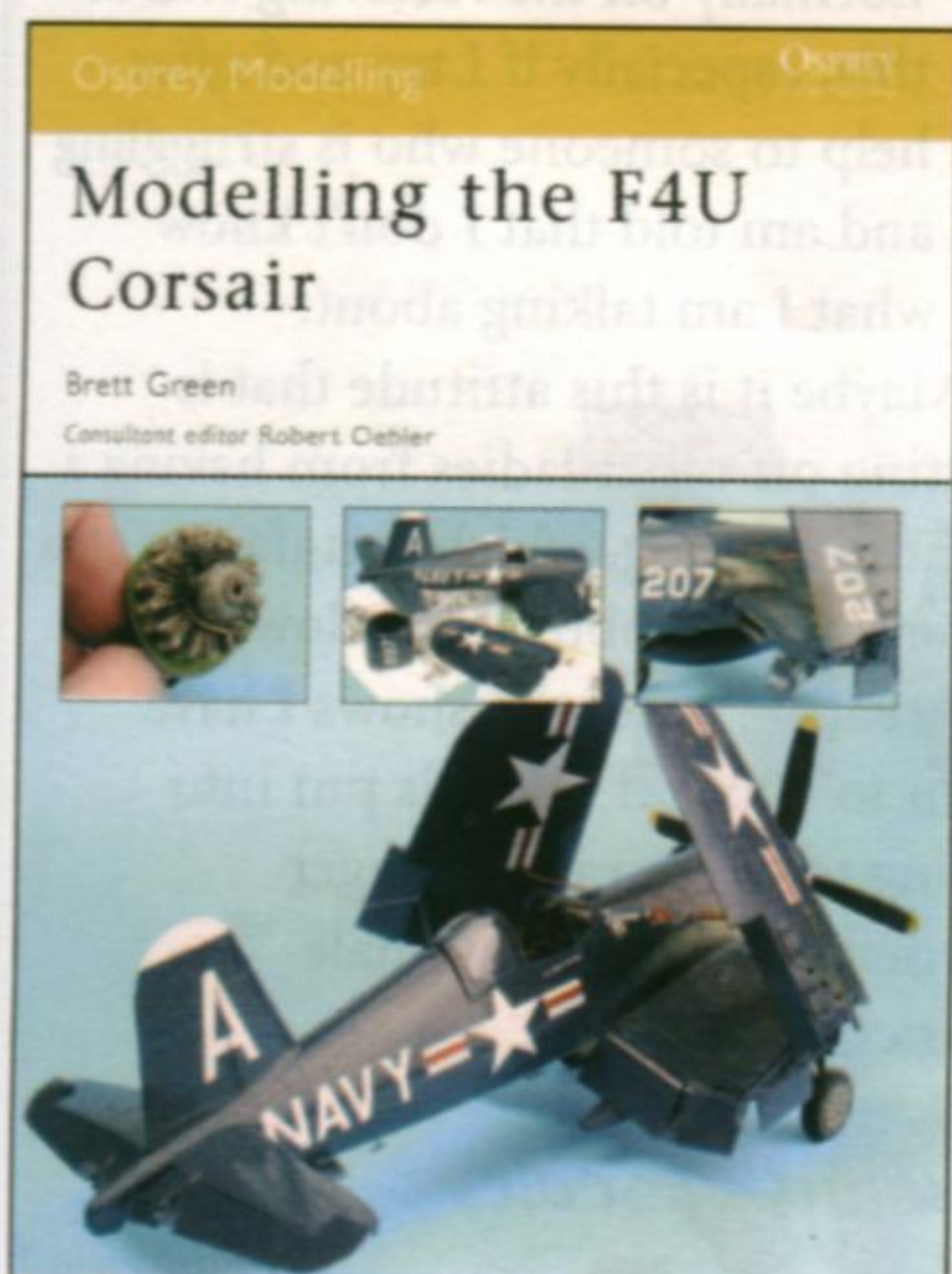
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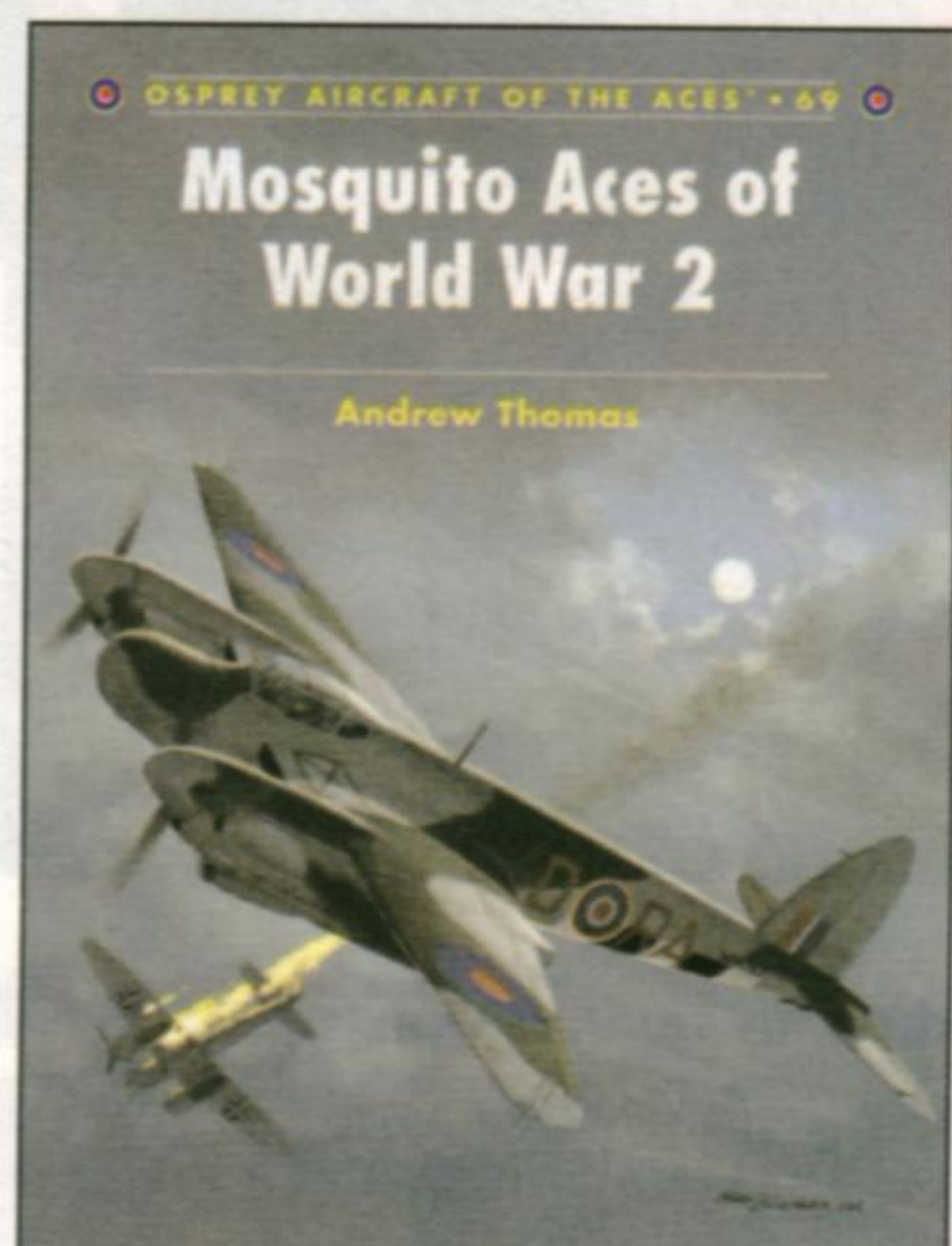
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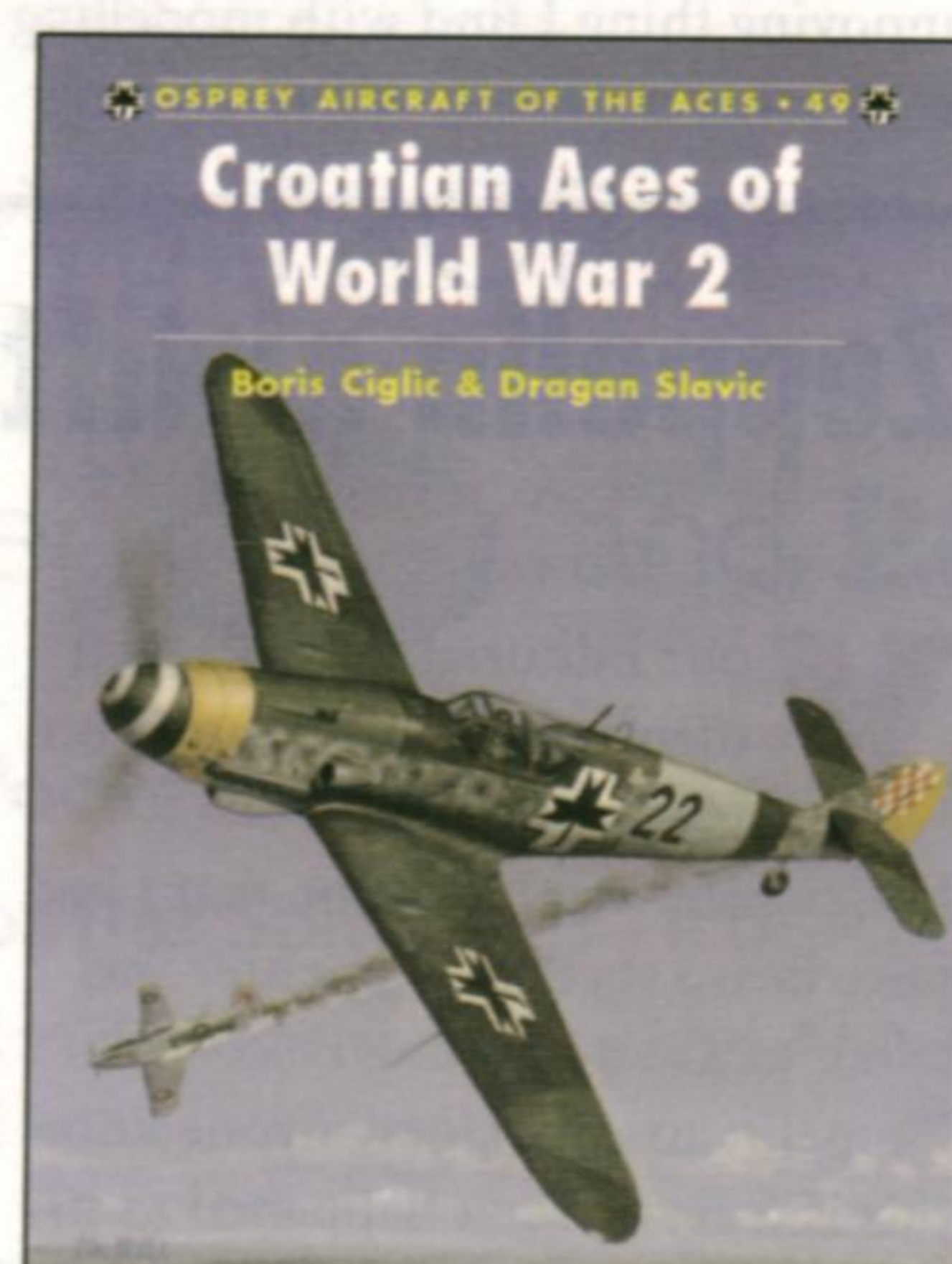
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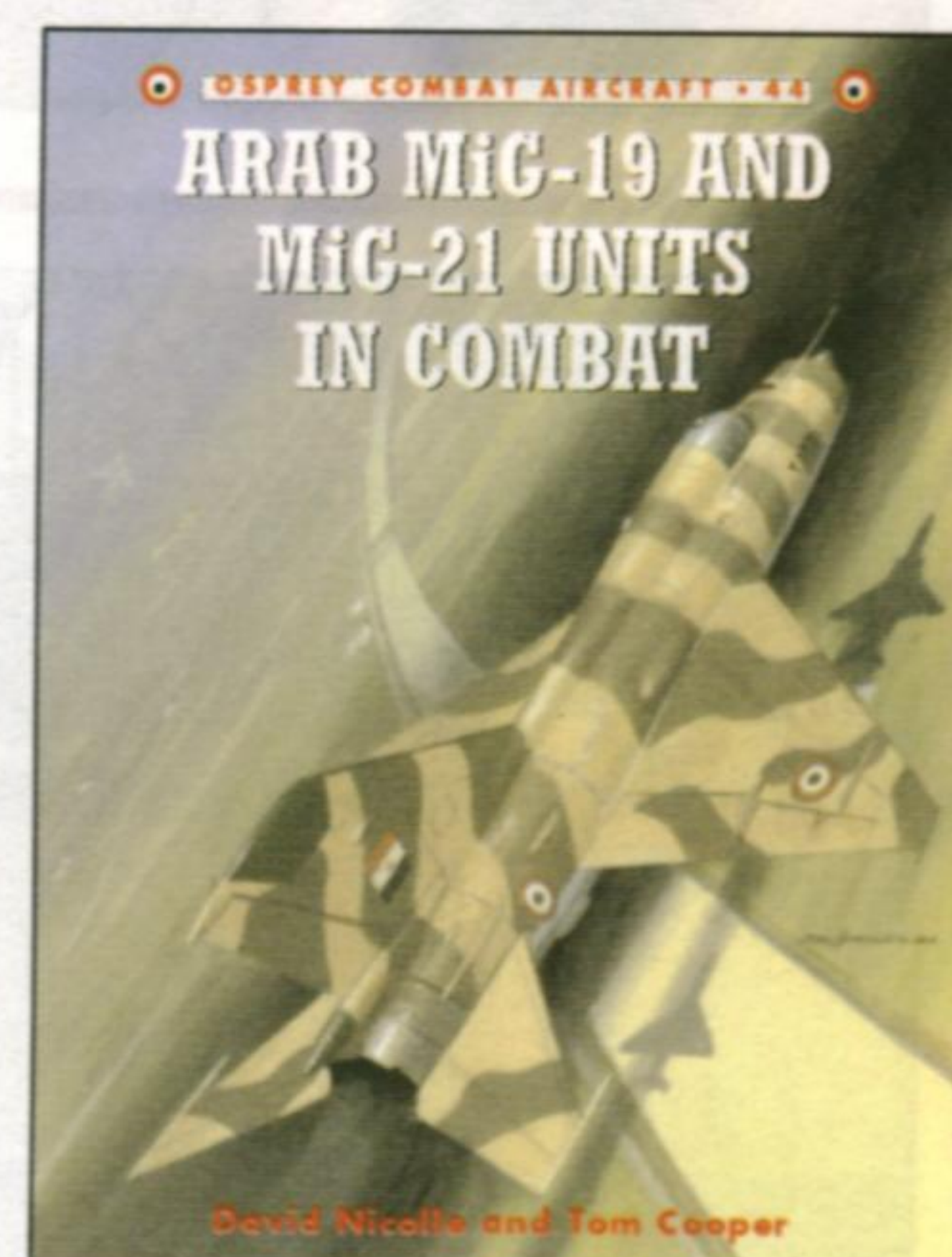
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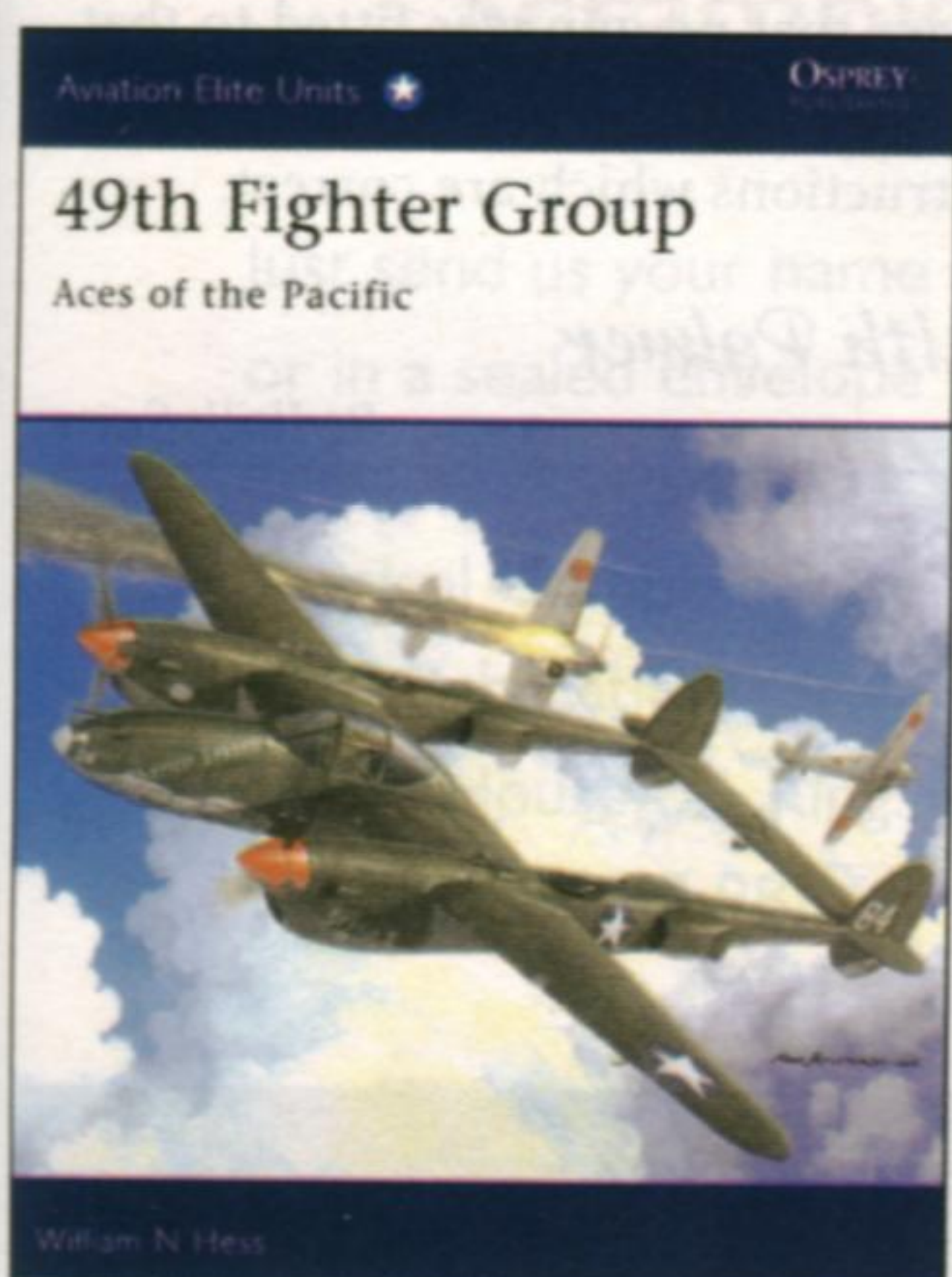
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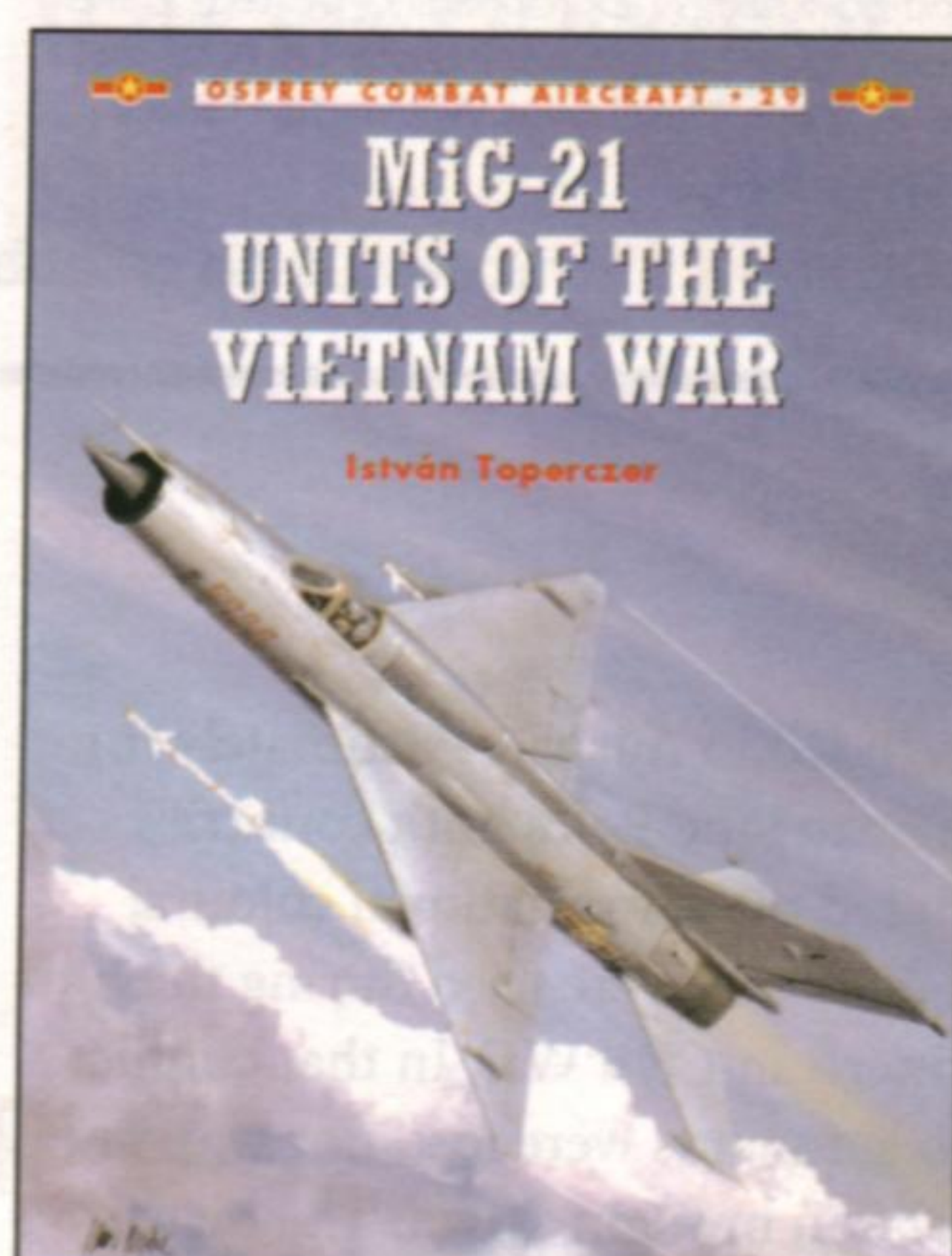
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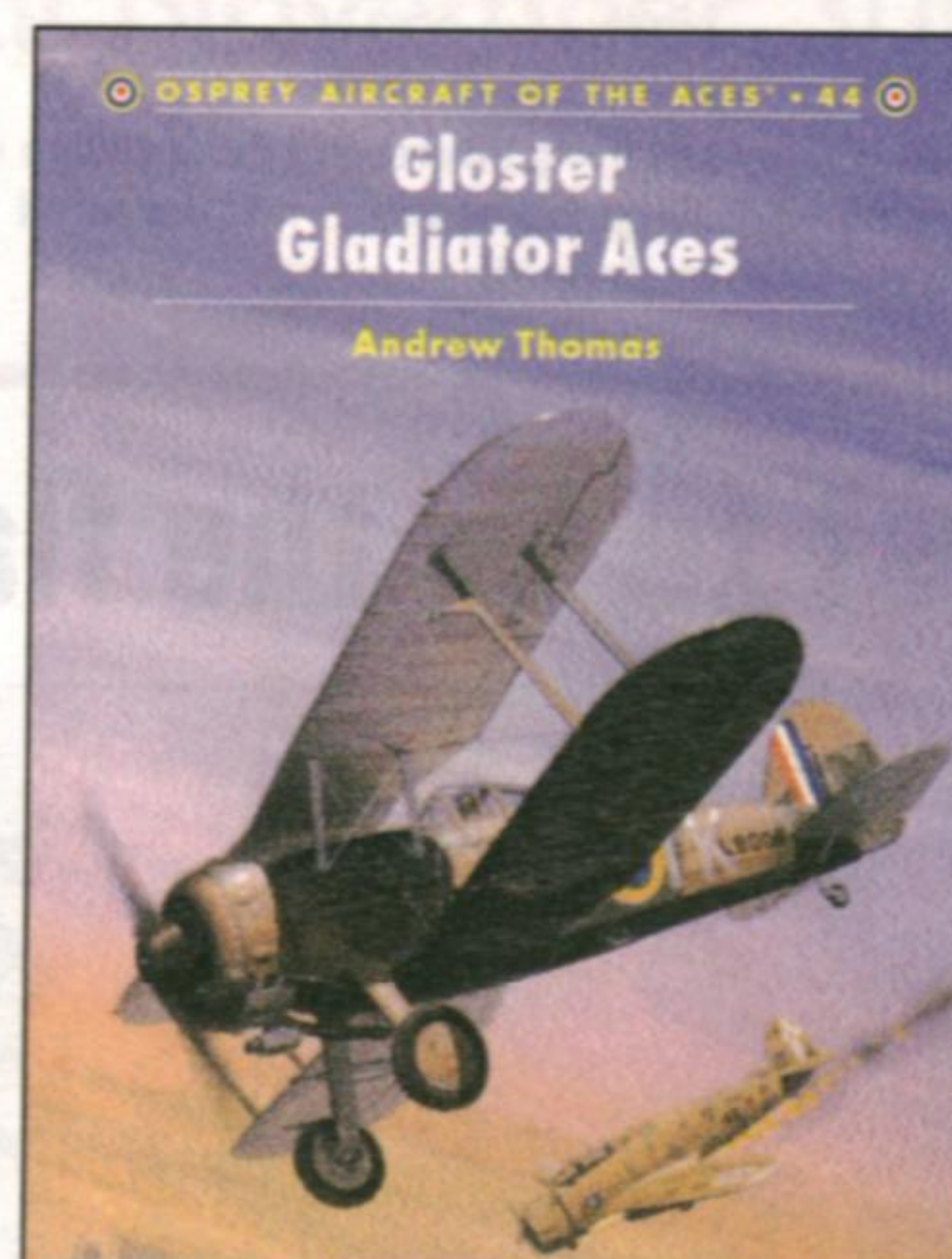
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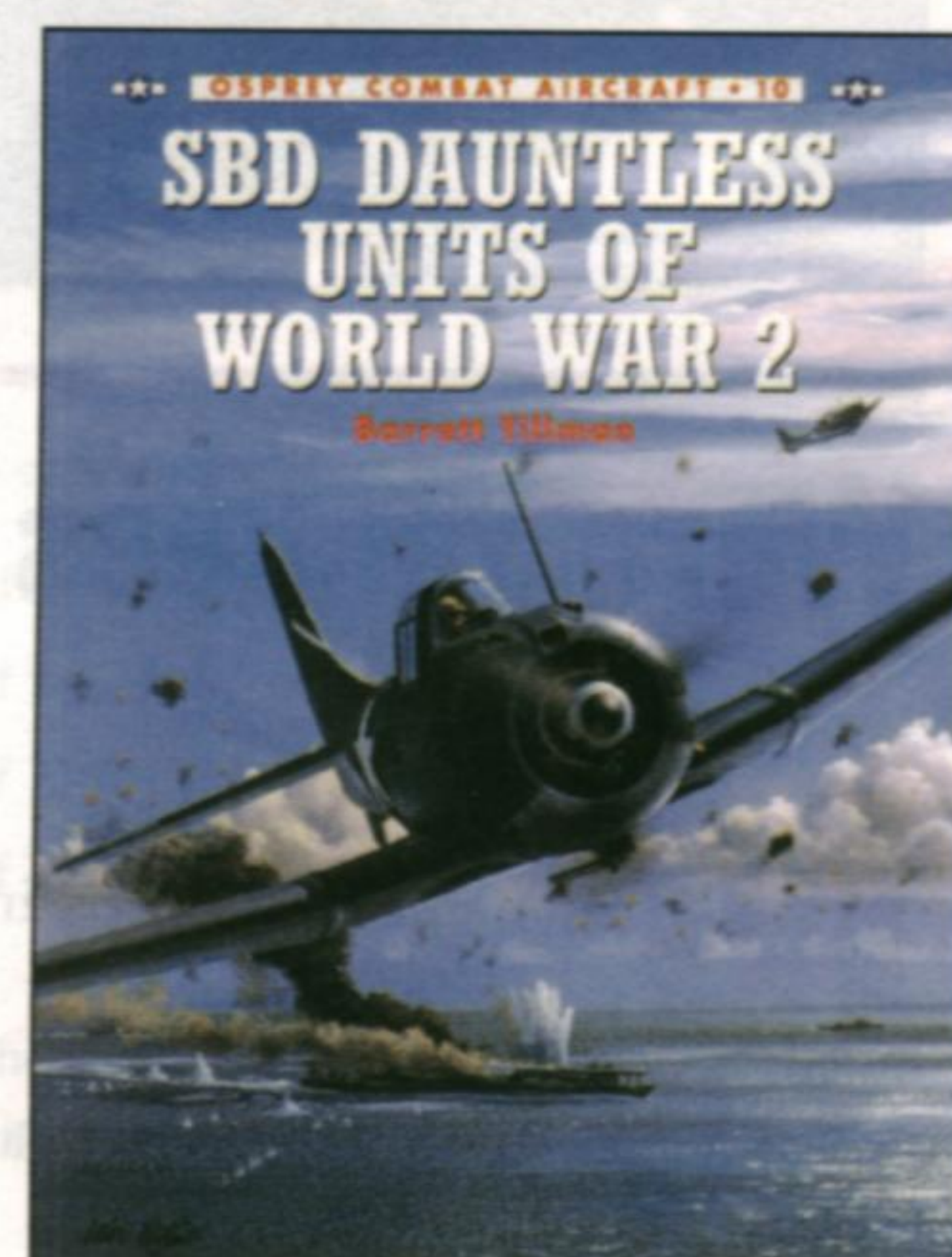
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Feedback

Letter of the Month Competition



Revell UK are offering a monthly prize for Readers' Letter of the Month.

Yes, Virginia, there are lady modellers

Letter of the month

Dear Sir,

I have just read your Editorial in the September issue of SAMI asking if there are any lady aircraft modellers. I have been building model aircraft, cars, bikes, figures and sci-fi for the last five years, as well as flying radio-controlled model aircraft since about the age of eight. I also teach Air Training Corps cadets modelling in my spare time. I don't find models 'too fiddly' and



There seems to be an view that ladies cannot model, and I am normally on the receiving end of this, especially if I try and offer help to someone who is struggling and am told that I don't know what I am talking about.

Maybe it is this attitude that is putting off other ladies from having a go at modelling, which is unfair as it is an enjoyable hobby that allows you to be creative. At all the shows I have been to a lot of effort is put into trying to encourage younger participants, but not female participants.

Samantha Scoles

via email

Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Samantha receives a Revell Air Brush Set.

enjoy building plastic, vinyl, resin and white metal. I scratchbuild my own parts if I need to, as well as using aftermarket detail sets, weathering techniques and trying to make them look as realistic as possible. The only annoying thing I find with modelling is on some occasions when showing

others my work, entering competitions (in which I have won awards), or ordering spares. I get comments like, "Did your father/brother make it for you?" and "Are you sure it's the right part? Tell who you're ordering it for to check and if it's wrong we can swap it."

Zeppelin airlift

Dear Sir,

Your Editorial in which you mentioned Count Otto von Hagenburg's Bücker Jungmeister reminded me that I had once heard that a Jungmeister was taken to America slung below a Zeppelin airship. Does anyone know if this is true, or what happened to it?

Alan Weir

via email

'Bevo' Howard flying inverted under a bridge in his Bü 133B Jungmeister which was delivered to the USA by Zeppelin

True in part. In 1936 Rumanian pilot Captain Alex Papana's Bu 133B Jungmeister YR-PAX was flown across the Atlantic aboard the *Hindenburg*, but it was dismantled first, not slung below the airship. Upon arrival at Lakehurst, New Jersey, it was reassembled and flown by Papana to Los Angeles for the National Air Race meeting at which he awed the crowds with the Jungmeister's aerobatic agility. *Hindenburg* returned to Germany; the Bücker never did. It remained in the USA, was wrecked in 1940 when a US Army Boeing P-12 landed on top of it, then rebuilt by noted American aerobatic pilot Mike Murphy. He in turn sold it to another aerobatic ace, Beverley 'Bevo' Howard, who campaigned it in aerobatics contests and airshows until 17 October 1971, when he clipped a tree while recovering from a low inverted pass at an airshow in North Carolina and was killed. The historic Jungmeister was rebuilt by his estate and now hangs (appropriately inverted) in the new Udvar-Hazy Gallery of the US National Air & Space Museum at Washington-Dulles Airport. **Ed.**

One-gun Hart

Dear Sir,

In his excellent article on building the Aeroclub Hawker Demon as a Hart fighter in the August issue, Neil Pinchbeck raised the question of whether it had one gun or two mounted in the fuselage. A photo of the starboard side on K1592 appears in John Rawling's book *Fighter Squadrons of the RAF and Their Aircraft*, published by Macdonald in 1969, which clearly shows that no gun was fitted to that side. Thus it is the Aeroclub instructions which are correct.

Keith Palmer

Redhill, Surrey

Were Yankees first to fly the flag?

Dear Sir,

Many thanks for the Ian Huntley's most interesting article in August's *Scale Aviation Modeller International*.

Concerning the Balkan Wars I have quite a few photos of Bulgarian aircraft with rudders marked as the national flag and underwing markings painted red on one side and green on the other, exactly the same as Italy was to use in 1914. Also Turkish aircraft were marked with the star and crescent in red on wings and tail.

There is a photo in Jerzy Cynk's book *Polish Aircraft 1893-1939* showing the Polish entry in the Vienna



Stars and Stripes bedeck the basket of this Union observation balloon being launched in Virginia during the American Civil War (via John Cochrane)

bombing competition of 1910 with the wings marked in red and white. There was of course no country called Poland in 1910 so the entry was

included in Austria. Fortunately for the patriotic Poles both countries shared the same national colours!

Balloons were used during the American Civil War. In that conflict no aeronauts were lost, nor was any balloon brought down. The biggest danger however for the Union side — the Confederates had very few balloons — was being shot at by their own side. After 1982 most Union balloons had their baskets painted with the Stars and Stripes flag.

John Cochrane

Liverpool

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Publications. Reader's address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.



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Competition Rules

Employees/volunteers working for SAM Publications, Pocketbond, Trumpeter and associated companies or their families are not permitted to enter. The first entry drawn will win. Entries are limited to one per person/household. No correspondence will be entered into. The judges' decision is final. Winner's names will be published in a future edition of Scale Aviation Modeller. All entries must reach SAM Publications by 30th November 2005, when the prize draw will take place. (UK residents only.)

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Issues. Cost new £400, accept £150 ono.
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publications. Contact Terry (Canada)
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Books: World Air Power Gulf War

Debrief 1991, Vol 1 Spring 1990 and No.
10 Fall 1992. Also Harleyford Aircraft
Markings 1912-1967, and Aircraft Profiles
Nos 1-60. SAE for list to L M Fox ☎ 14
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undercarriage parts as shown in
construction stages 25-36 of instructions,
and two-piece canopy parts nos 90 and 91
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Airfix decals for foreign Spitfires

and Hawker Hunters of Iraqi, Jordanian,
Saudi Arabian and Indian air forces, or
colour photos of them and 1950s
aeroplanes of most foreign air forces, but
no USA. Contact Ian ☎ 07723 900831

Italeri Kit No 141 YF-12 'The Thing'.

☎ 07811 427053

Finnish decals for 1/72 Piper Chieftain

from Galdecals sheet No 72007. Daniele
Lamberti ☎ Via Gasparini 11/1, 24125-
Bergamo, Italy

Saudi Decals for EE Lightning

Cutting Edge sheet CED 72077 Saudi
decals needed desperately. Will swap for
others or pay cash. Contact Peter
✉ petergsoden@hotmail.com

Revell 1/32 scale SA330 Puma

helicopter, Kit No 04412 ☎ 01526
320882

Italeri/Testors SR-77 Penetrator

'Project Aurora' spyplane with XR-7
Thunderdart, Kit No 034. Also Microscale
decal sheets 72-461 and 72-462 for
Lockheed U-2 ☎ 07811 427053

Scale Aviation Modeller

International Vol 1 Issue 12 wanted for
complete set. £10 paid for presentable
copy. Andy Kime ☎ 01628 487668

Fujimi 1/72 Spitfire Mk XIX

✉ brian@godsell44.fsnet.co.uk

AMT/ERTL Boeing EC-135C

'Looking Glass' Airborne Command Post.
☎ 07811 427053

Model Aircraft Monthly March 02

Volume 1 Issue 3 all costs covered –
contact Mike ✉ mahyrons@hotmail.com
or ☎ UK 01689 300 999 ext 2297

Seeking Cutting Edge Modelworks

CED48041 F-4F Phantom Special #1:
White Horse anniversary scheme. Please
contact me via ✉ mcrowden@cbl.com.au

Wanted-decal sheet & instructions

for Matchbox Churchill AVRE Bridgelayer,
1/72 RAF WW2 dull red codes and clear
sprue for Airfix He177 ☎ Mark on 01234
217487

Spitfire Prototype and Speed

Spitfire Decals in 1/72nd scale. Any
manufacturer welcomed. Good price paid
for either. Martin Garrett ☎ 077331 88534

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1/24th photo etched upgrade set FP2443
for the Ford Focus WRC01, cash paid, just
name your price! If you have one
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✉ patrick.m.watson@btinternet.com

Revell 1:32nd scale Mosquito Mk IV

please contact Martin Gustafsson
✉ galaxy106422@hotmail.com

HD72007 Hi-Decaline, 1/72 Decals

for Gazelle ✉ markhamlon@aol.com

Williams Bros Lockheed Electra

(1/53rd) unmade, intact ☎ 01403782638
✉ paul.janicki@tiscali.co.uk

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72nd Hawker Hunter Worldwide. Old
Airfix ready made WW2 tanks; Dinky
Chieftain Tank; Old Corgi Spitfire Hurricane
(diecast 72nd) Polish/ Canadian Sqn 303,
402, 43, 111 Sqn RAF Airforce Navy/Fire
Police Force Patches Worldwide (but no
USA/Taiwan). Ian Campbell ☎ 174
Rowntree Avenue, York ☎ 07723 900831

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pod. Contact Martin Gustafsson
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modern. Any amount welcome, fair price
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HELP

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(and later a PV-1) in Kiwi markings. Tony
O'Toole

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force 1940s to 1960s, Spitfire to Sabre,
RAF past and present for whoever brings
the kit. Ian ☎ 174 Rowntree Avenue, York
☎ 07723 900831

Does anyone have details on

Staffelkapitan Oblt. Gerhardt Schopfel's
aircraft Bf 109E 'Yellow 1' of 9./JG 26
based at Caffiers, France in August 1940 –
Photos, Werk number and colour scheme
etc. or any further information and or
interesting material - contact Mike
✉ mahyrons@hotmail.com or ☎ UK
01689 300 999 ext 2297

Help needed or instructions

to position decals for Revell Fw 200
Condor, Syndicato Condor version. Or
decals for Lufthansa version wanted.
G Ham ☎ 58 Brandon Avenue, Heald
Green, SK8 3SQ

RNZAF Hercules

Does anyone have colour scheme info on
the aircraft with the blue cheatline? I have a
set of markings but no info ☎ 0141 588
0801

PEN PALS

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modellers with similar interests, which are
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American from about F-5 to present and I
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Canada ✉ berhawk007@hotmail.com

I would like to exchange kits,

magazines, photographs etc with a UK
enthusiast. Contact Vaclav Simecek
☎ Werichova 964, 152 00 Praha 5, Czech
Republic

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Events Diary

2005

OCTOBER

● October 1st

Glasgow Open Model Show & Comp.

At the Kelvin Hall International Sports Arena on Argyle Street. Open from 10am to 4pm. Admission £2, 50p children and pensioners. Family tickets £4. 42 class competition. Run jointly by Glasgow IPMS and Miniature Armour Group, the two IPMS branches in Glasgow. Contact Geoff Crow crj294@aol.com

● October 1st – 2nd

IPMS Belgium National Convention

at Oktoberhallen of Wieze (not far from Brussels). Information and registration forms are available at www.ipms.be or on request to IPMS Belgium, Esdoornlaan 33, B-1850 Grimbergen. Looking forward to your participation or visit!

● October 2nd

East Anglian Model Show

at the mid-Suffolk leisure centre, Gainsborough Road, Stowmarket, IP14 1LH. Doors open 10am–4.30pm. Many clubs and traders, bar, cafeteria, free parking, sign posted from all directions. Adults £2, children and oaps free. For further information call Dominic Stevenson [01473 743189](tel) or aileen@dominichome.fsnet.co.uk

● October 8th

El Paso DesertCon 2005

at St. Paul's United Methodist Church, 7000 Edgemere Blvd, El Paso, Texas, USA. Contact Jerry Wells ACModeler@aol.com or John Estes BagpipeJM@aol.com www.ipmselpaso.org

● October 9th

IPMS Abingdon Annual Model Show

at The Larkmead School, Abingdon. Sponsored by The Aviation Workshop. Doors open from 10.00am to 4.00pm. For further details Gary Madgewick [01235 769038](tel), Alan Dag [01235 202782](tel) or Steve Lovelock [01235 815571](tel) MattCoy@hotmail.com

● October 16th

Up in Arms 2005

Bognor Regis Military Modelling and Wargaming Society Exhibition, West Meads Community Centre, Bognor Regis, Sussex. Adults 50p, under-14s free.

● October 22nd

Craig Hewitt Chapter IPMS/USA

will host its annual model contest and swap meet in Phoenix, Arizona, USA. Contact Rick Marshall [623 935 4300](tel) rjmarsha@cox.net. Detailed information www.ipms-phx.org

● October 22nd

FAA Museum Autumn Model Show

Yeovilton, Somerset. Competitions - sponsored by Airfix, workshops and talks. More informations from Jon Jeffries [01935 842638](tel) or Tracy Ufnowski [01935 842614](tel) info@fleetairarm.com

● October 22nd – 23rd

Model and Hobbies Exhibition

at the Metropole Hotel, McCurtin Street, Cork, Ireland. Sponsored by Marks Models, covering all aspects of scale modelling. Contact Joe [00 353 021 427 7100](tel)

NOVEMBER

● November 19th – 20th

Scale Modelworld 2005!

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● November 6th

Lier Convention 2005

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● November (TBC)

IPMS Philippines

3rd IPMS Philippines Bert Anido National Scale Model Competition. Venue to be announced

DECEMBER

● December 4th

Midland Air Museum Xmas Model Show

For more details contact the Midland Air Museum, Coventry Airport, Baginton, Warwickshire CV8 3AZ [02476 301033](tel)

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

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MARCH

● March 25th – 26th

IPMS Moorsele Model Show

10th Model Show and Competition organised by IPMS Moorsele, OC De Neerbeek-Kortrijk, Belgium. Tel: +32 58 31 73 58 e-mail: filsoft@pandora.be

APRIL

● April 1st – 2nd

Model-Ex 2006

Windmill Primary School, Windmill Lane, Raunds, Northamptonshire. Visitors choice competition. 10am–5pm Saturday, 10am–4pm Sunday. Adults £2.00 Children £1.00. www.northantsmodelmakers.org.uk [01933 312364](tel), [01933 680044](tel) or [01604 701931](tel)



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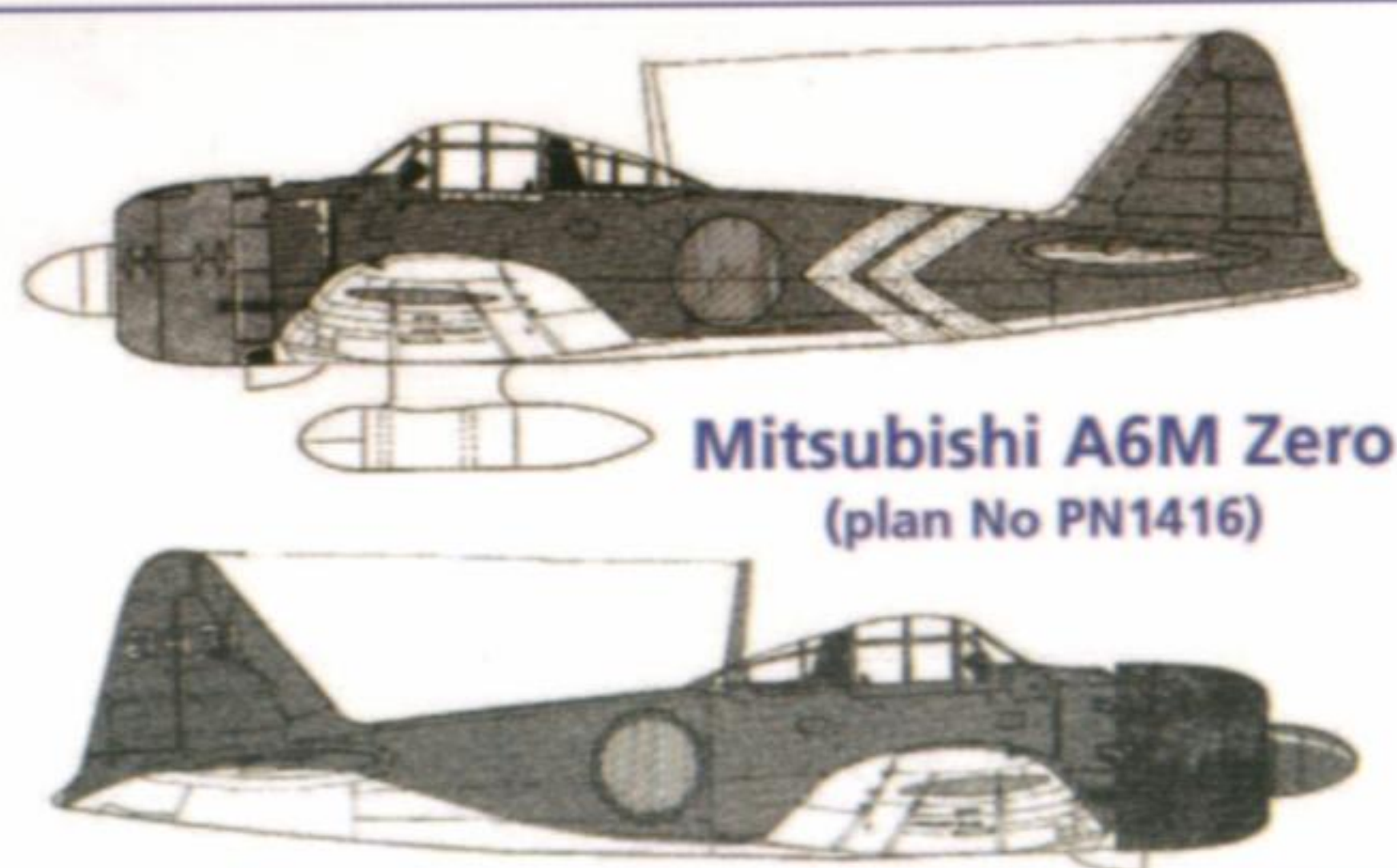
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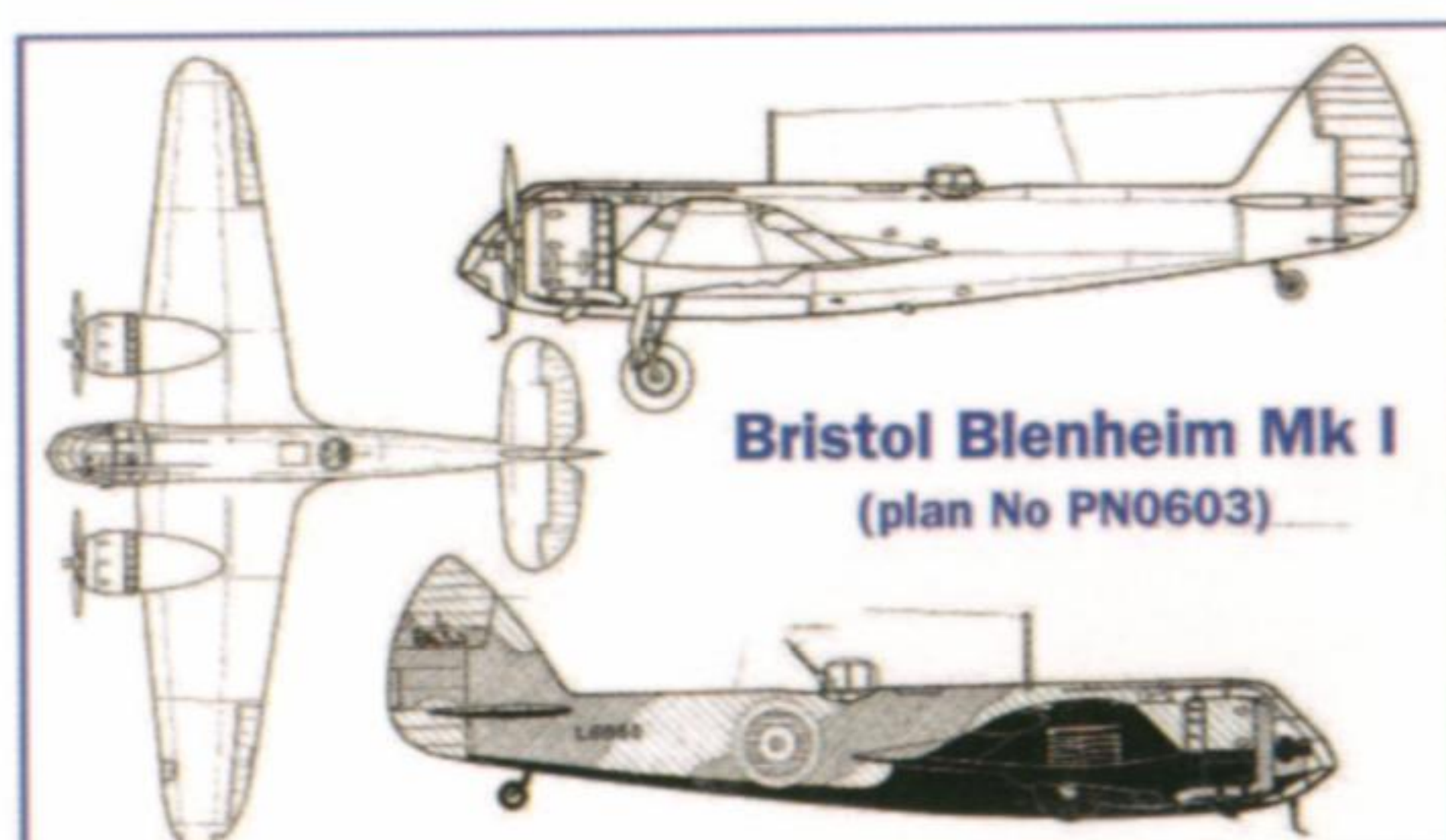
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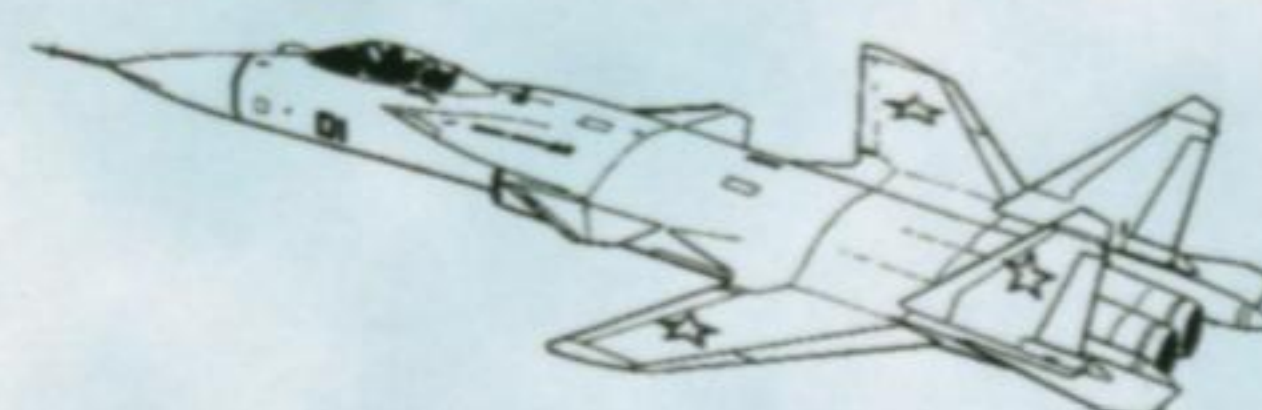
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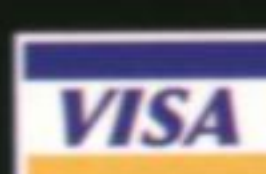
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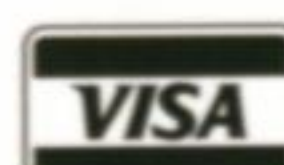
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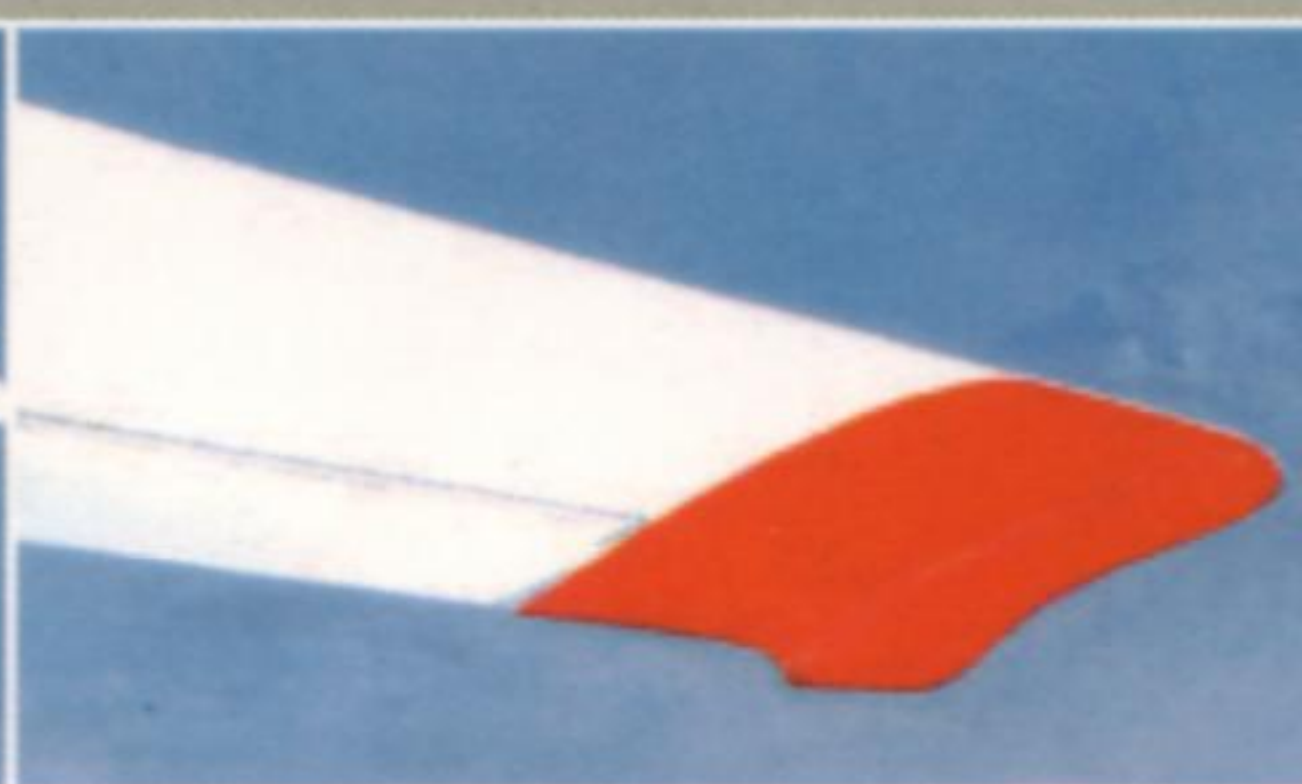


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